8448 S.W. Lee St.-S.E. Fogarty 1976
St. (Newport) Sec.
(Grading & paving)

C&A 5399 11-9-78

OREGON STATE HIGHWAY DIVISION

FORM 61-734-1150

8448

HIGHWAY DIVISION INVOICE

NO. 126098

DATE: 2-21-79

BILLING REQ. NO.: CC 1970

YOUR ORDER NO.:

CREDIT DISTRIBUTION

321-1964-295	1,316.49
321-1098-295	4,504.60

NEWPORT

- City of Newport
- City Hall
- Newport, OR 97365
- Attn: Donald A. Davis

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing Per Attached Itemized Statement: Urban System Project M-6850(1) Lee Street-Fogarty St. Bay Boulevard Lincoln County Covered by Agreement dated 7-28-75 & 11-8-78 Contract No. 8448			
Total Project Cost			135,157.85
Less Federal Funds Collected			105,588.10
Less State Share			14,773.66
City Share			14,796.09
City Advance Deposits			8,975.00
Amount Due From City			$5,821.09
Final Billing			

8448

Form 734-1191 (Rev. 5/77)

File Copy

**OREGON STATE
HIGHWAY DIVISION**

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION	
1/30/79	CC-1970		321-1964-295	$ 158.24
			321-1098-295	$8,037.85

BILL TO: Code:

City of Newport
City Hall
Newport, Oregon 97365
Attn: Donald A. Davis, City Manager

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing Per Attached Itemized Statement: Urban System Project M-6850(1) Lee Street-Fogarty Street Bay Boulevard Lincoln County Covered by Agreement dated 7-28-75 & 11-8-78 Contract No. 8448			
Total Project Cost			$135,157.85
Less Federal Funds Collected			105,588.10
Less State Share			14,773.66
City Share			14,796.09
City Advance Deposits			8,975.00
Amount Due From City			$ 5,821.09
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount $ 8,975.00
Advance Deposit Previously Transferred to Highway Fund $ 6,600.00
Balance $ 2,375.00
Transfer to Highway Fund $ 8,196.09
Refund Due $

Amount Due . . . . . $ 5,821.09

Partial or final request for billing Final

Number of the previous request in connection with this service. CC-1700 & CC-1701

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
Gerald W. Wimer

SP*35736-734

8448

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** Jan. 30, 1979

CITY Newport **Contract No.** 8448 **Date Completed** 7-13-77

PROJECT # M-6850(1) **Section** Lee St.-Fogarty St., Bay Blvd.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 16,278.89
Total Contract Payments		92,893.23
Construction Engineering		25,054.05
Training		919.24
Specifications		(10.00)
Interest Paid to Contractor		22.44
	TOTAL PROJECT COST	$135,157.85
Non-Participating Costs:		
Construction Engineering	$12,029.31	
Interest Paid to Contractor	22.44	$ 12,051.75
	TOTAL PARTICIPATING COST	$123,106.10
Federal Aid Funds Collected		$105,588.10
	BALANCE	$ 17,518.00

State Share:
50% of $17,518.00 = $ 8,759.00
50% of $12,029.31 = 6,014.66
$14,773.66

City Share:
$17,518.00 - $8,759 = $ 8,759.00
$12,051.75 - $6,014.66 = $6,037.09
$14,796.09

Reference: Billing Form CC-1970

#8448

Dr

November 9, 1978

City of Newport
City Hall
Newport, OR 97365

Attention: Patricia A. Plunkett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5399

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement concerning improvement of Bay Boulevard in the City of Newport.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: G. W. Wimer (agreement attached)

8448

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-9-78

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 6-26-75
TO 4-25-78

FEDERAL AID PROJECT NO.
M-6850(1) NEWPORT

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$135,146.27	$123,106.10	85.77%	$105,588.10	$105,588.10	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

REMARKS Oregon

11/9/78

V.E. Skoog
Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

TEMENT OF COSTS INCURRED UNDER PROJE GREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Lee St. - S.E. Fogarty St. (Newport) Section FAU 6850 (Bay Blvd.) Lincoln County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 16,278.89	
	Construction Type Code 6201 Roadway (Sta. 10+00 To 28+50) Contr. 8448					
	Final Contract Payment Summary	Lump Sum			92,893.23	
	Construction Engineering					
	State	All Required			12,160.55	
	SFO #1 Monument Center Line	All Required			1,773.43	
	Total Participating C.E.				$ 13,933.98	
	Total Participating Cost				$123,106.10	
	Non Participating Items					
	Interest Paid to Contractor	All Required			22.44	
	Construction Engineering	All Required			12,017.73	
	Total Non Participating Cost				$ 12,040.17	
	TOTAL COST				$135,146.27	
	Prepared Based on Participating Costs as shown on Federal Billing as of 11/16/78					
	AMOUNT CARRIED FORWARD					

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SPRRXING-     CONT NO        FA PROJ NOS SRS 00S058 100                                                      00       STATE
                 321    1962    296      00 N 9                                                    105.00CR
                 321    1962    298      00 N 9                                                    105.00
                 321    1962    901      00 N 1                                                     63.79
                 321    1962    914      00 P 1                                                    268.02
                 321    1962    914      00 N 1                                                      9.90
                                TOT      F1                                                        268.02
                                TOT      N1                                                         73.69
                             ** JOB TOTALS **                   **                  **             341.71  **



B COST SUMMARY                                                 DECEMBER 1978              PAGE  639
                                                                      FISCAL               GRAND TOTAL
OB OF DEPARTMENT        PREFIX      FUNCTION   GR  CURRENT MONTH     YEAR TO DATE          TO DATE

(NEWPORT)        CONT NO       * FA PROJ NOS M    850001 100                                        00       STATE
                 321    1964    295      00 N 9                                                  1,000.00
                 321    1964    296      00 N 9          1,233.94CR        1,233.94CR           14,962.40CR
                 321    1964    298      00 N 9          1,233.94          1,233.94             13,962.40
                 321    1964    901      00 P 1 RES Engr                                        10,856.52
                 321    1964    901      05 P 1 "                                                   18
                 321    1964    905      00 P 1 F. Des.                                          2,643.98
                 321    1964    910      00 P 1 Soils                                            1,261.77
                 321    1964    914      00 P 1 UT.                                                213.83
                 321    1964    920      00 P 1 Pr. Pl.                                             56.33
                 321    1964    921      00 P 1 Specs                                            1,095.29
                 321    1964    950      00 P 1 Tr.                                                150.99
                                TOT      P1                                                     16,278.89
                             ** JOB TOTALS **                   **                  **          16,278.89  **

LALLA RD (TOLEDO CONT NO        FA PROJ NOS SRS 00S041 100                                          00       STATE
                 321    1972    296      00 N 9                            56.20CR               221.30CR
                 321    1972    298      00 N 9                            56.20                 221.30
                 321    1972    901      00 P 1                                                    9.16
                 321    1972    905      00 P 1                                                   71.14
                 321    1972    914      00 P 1                                                  103.14
                 321    1972    915      00 P 1                            62.45                  62.45
                                TOT      P1                                62.45                 245.89
                             ** JOB TOTALS **                   **         62.45   **            245.89  **
                                                                                                         STATE
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(NEWPORT)         CONT NO       * FA PROJ NOS M   850001 100                                              00        STATE
                    321    1964      295       00 N 9                                                 1,000.00
                    321    1964      296       00 N 9          1 233.94CR          1,233.94CR        14,962.40CR
                    321    1964      298       00 N 9          1,233.94            1,233.94          13,962.40
                    321    1964      901       00 P 1 RES Engr                                        10,856.52
                    321    1964      901       05 P 1    "                                                   18
                    321    1964      905       00 P 1 F. Des.                                          2,643.98
                    321    1964      910       00 P 1 Soils                                            1,261.77
                    321    1964      914       00 P 1 UT.                                                213.83
                    321    1964      920       00 P 1 Pr. Pl.                                             56.33
                    321    1964      921       00 P 1 Specs                                            1,095.29
                    321    1964      950       00 P 1 Tr.                                                150.99
                                     TOT       P1                                                     16,278.89
                               ** JOB TOTALS **                    **                  **             16,278.89  **

LALLA RD (TOLEDO CONT NO          FA PROJ NOS SRS 00S041 100                                              00        STATE
                    321    1972      296       00 N 9                                  56.20CR           221.30CR
                    321    1972      298       00 N 9                                  56.20             221.30
                    321    1972      901       00 P 1                                                      9.16
                    321    1972      905       00 P 1                                                     71.14
                    321    1972      914       00 P 1                                                    103.14
                    321    1972      915       00 P 1                                  62.45              62.45
                                     TOT       P1                                      62.45             245.89
                               ** JOB TOTALS **                    **                  62.45  **         245.89  **

 DR DEPOE BAY     CONT NO         FA PROJ NOS SCS 101001 100                                                        STATE
                    321    1988      295       00 N 9                                 660.00             660.00
                    321    1988      296       00 N 9          997.11CR            1,657.11CR          1,667.11CR
                    321    1988      298       00 N 9          997.11                997.11              997.11
                    321    1988      901       00 P 1                                131.67              131.62
                    321    1988      910       00 P 1          447.50              1,266.75            1,266.75
                    321    1988      911       00 P 1                                 76.62               76.62
                    321    1988      914       00 P 1                                118.33              118.33
                    321    1989      920       00 P 1                                 12.14               12.14
                    321    1988      922       00 P 1                                  4.53                4.53
                                     TOT       P1              447.50              1,610.04            1,610.04
                               ** JOB TOTALS **                447.50  **          1,610.04  **        1,610.04  **
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COST SUMMARY                                                       DECEMBER 1978          PAGE  179

OF DEPARTMENT       PREFIX      FUNCTION   GP   CURRENT MONTH      FISCAL           GRAND TOTAL       ACTIVE YRS
                                                                   YEAR TO DATE      TO DATE          BEG    END
                    321   1096   276      01 P 1                                     33.672.16        76     78
                    321   1096   276      02 P 1      129.48        129.48              159.72        77     79
                    321   1096   296      00 N 9      106.42CR      436.04CR         31.140.75CR      77     79
                    321   1096   298      00 N 9      106.42        436.04           31.140.75        77     79
                    321   1096   900      00 P 1                                        347.78        77     78
                    321   1096   900      00 N 1                                          9.88        78     78
                    321   1096   915      00 P 1                    233.52              409.66        76     78
                    321   1096   950      00 P 1                                        136.09        77     78
                                 TOT      P1          129.48        363.00           34.730.31
                                 TOT      N1                                          3.097.93CR
                              ** JOB TOTALS **        129.48  **    363.00  **       31.632.38  **

DGRT    NEWPORT CONT NO 8448 * FA PROJ NOS M   850001 100                              00         STATE
                    321   1098   201      00 P 1 Contr                               92.893.23        77     77
                    321   1098   206      00 N 1 Int.                     22.44          22.44        78     78
                    321   1098   295      00 N 9 tr. City                             5.600.00        77     77
                    321   1098   296      00 N 9 " St.  3.934.70      5.277.70CR     97.225.70CR      77     78
                    321   1098   298      00 N 9  Fed   3.934.70CR    5.277.70       91.625.70        77     78
                    321   1098   900      00 P 1 Engr                11.883.52CR     11.251.31        76     78
                    321   1098   900      00 N 1                     11.872.66       12.029.31        77     78
                    321   1098   900      01 P 1                                      1.273.43        77     77
                    321   1098   92?      00 P 1 Specs                                  10.00CR       76     76
                    321   1098   950      00 P 1 Train                                  919.24        77     77
                                 TOT      P1                         11.883.52CR    106.827.21
                                 TOT      N1                         11.895.10       12.051.75
                              ** JOB TOTALS **                **         11.58  **  118.878.96  **

STREETS         CONT NO          FA PROJ NOS PMS 00S048 100                            00         STATE
                    322   1064   270      00 P 1                                         21.06        77     77
                    322   1064   270      01 P 1                                        734.68        76     77
                    322   1064   296      00 N 9                                        848.78CR      77     77
                    322   1064   298      00 N 9                                        848.78        77     77
                    322   1064   900      00 P 1                                         43.04        77     77
                                 TOT      P1                                            848.78
                              ** JOB TOTALS **                **                **      848.78  **

F ALBANY        CONT NO 8485 * FA PROJ NOS M    940001 100                              00        STATE
                    322   1068   201      00 P 1                      1.482.22      121.265.11        77     78
                    322   1068   204      00 N 1                      5.912.13                        77     78
                    322   1068   270      01 P 1                                        116.41        77     78
                    322   1068   295      00 N 9                                     10.200.00        77     77
                    322   1068   296      00 N 9                                    117.864.00CR      77     78
                    322   1068   298      00 N 9                                    107.664.00        77     78
                    322   1068   900      00 P 1                        727.53       21.720.31        77     78
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              321    1098     900    00 N 1  "                     11,872 66         12,029.31      77      78
              321    1098     900    01 P 1  "                                        1,273.43      77
              321    1098     921    00 P 1 Spec.                                     10.00CR      76      76
              321    1098     950    00 P 1 Train                                    919.24       77
                              TOT    P1                             11,883.52CR      106,827.21
                              TOT    N1                             11,895.10         12,051.75
                           ** JOB TOTALS **                **           11.58   **   118,878.96  **

STREETS          CONT NO         FA PROJ NOS PMS 005048 100                                 00      STATE
              322    1064     270    00 P 1                                                21.06      77      77
              322    1064     270    01 P 1                                               734.68      76      77
              322    1064     296    00 N 9                                               848.78CR    77      77
              322    1064     298    00 N 9                                               848.78      77      77
              322    1064     900    00 P 1                                                43.04      77      77
                              TOT    P1                                                   848.78
                           ** JOB TOTALS **                **                    **       848.78  **

R ALBANY         CONT NO 8485 * FA PROJ NOS M    940001 100                                 00      STATE
              322    1068     201    00 P 1                          1,482.22        121,265.11      77      78
              322    1068     204    00 N 1                          5,912.10                        77      78
              322    1068     270    01 P 1                                               116.41      77      78
              322    1068     295    00 N 9                                            10,200.00      77      77
              322    1068     296    00 N 9                                           117,864.00CR    77      78
              322    1068     298    00 N 9                                           107,664.00      77      78
              322    1068     900    00 P 1                           [illegible]      21,720.31      77      78
              322    1068     900    00 N 1                           [illegible]         243.40      77      78
              322    1068     321    00 P 1                                                55.00CR    77      78
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STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO — DEPT.
238-8226 — TELEPHONE

TO: Gerald Wimer
Project Management

DATE: October 5, 1978

FROM: R. N. Bothman
Administrator
Bothman

SUBJECT: High Cost of Engineering on Small City Projects

I concur with the comments of the city manager in Newport responding to the high cost of engineering on small projects. I believe the high cost of engineering probably carries through on larger projects also.

A case in point, the preliminary engineering is not out of line with our current experience at METRO, running about 15% on small projects. I am not sure how that could be reduced but feel there should be a way to eliminate sufficient steps to reduce that cost. In no way are we going to be able to reduce that cost unless we have some means of reducing the steps which must be accomplished on these projects both by state and federal requirements.

I will let others comment on the high cost of construction engineering. Again, I think in my experience I would say the problem is with "highpower" engineering on a "lowpower" project. In my opinion these projects should be handled by one or two people, not a crew. We simply need to gear down to the size of the project. Our procedures will not let that happen.

In summary we need to address the issue of high cost of engineering on small projects as well as large projects, and we need to address our procedure which is causing those high costs.

ke

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
[✓ LGE ☐] FAE ☐ OPE ☐
OCT 6 1978
File: PM FA
TAA ______ LG OP

81-125-1387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 28, 1978

FILE:

Alfred Shirley Jr.

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: Gerald Wimer, Manager
Local Government Section

The following are the comments from this office on the letter from the City Manager of Newport concerning the high cost of engineering on a Federal Aid Urban project in that city.

If what Mr. Davis says is true, I can readily understand his concern. I believe that an analysis of all completed FAU projects to date should be made to determine whether this high engineering cost in Newport is the exception or the rule.

If this is then the rule, it would seem that serious consideration should be given to making this a grant type program rather than the strict monitoring requirements under the existing federal aid highway program.

If a grant program were begun, it would appear to me that the law would have to be changed.

as/cw

PROJECT MANAGEMENT
CCE
FAE
SEP 29 1978

LOC
LEAGUE OF OREGON CITIES
P.O. BOX 928
SALEM, OREGON 97308

Sept 13, 1978

Don,

I thought the Local Government Unit should be aware of the continuing frustration felt in many communities and very ably expressed by Don Davis of Newport in the attached letter,

Could you please see that copies are circulated to all those people in the Dept. (State & federal) that should be aware of these concerns.

Thanks -

Joe

Sent 9-15

cc F B Klaboe w/attach
H S Coulter "
E S Hunter "
Hal Versteeg "
Frank Turpin "
C T Keasey "
Bob Bothman "
Ed Hardt "
C O Fredrickson "
Bud Shirley "
Dale Allen "
Pat Schwartz "
Vern Cussack "

9-15-78
cc Gary Zehner — Klaboe
approved State sharing any
non-participating Const
Engr. Please initiate
supplemental agreement to that effect
G Wimer

Note – Those receiving a copy of this file are requested to consider ways the FAUS program, and other Local Government programs (FAS-C & SOS), can be converted to more nearly grant programs. Lacking making them grants, ways to improve the economy and efficiency of these programs. I would appreciate your comments Gerald Wimer

CK Dist.

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265 5331

OFFICE OF THE CITY MANAGER

September 12, 1978

PROJECT MANAGEMENT
SEP 1[illegible] 1978
CCE
FAE
FAA
File
PM
LG
FA
OE

Mr. Steve Hickok
Pioneer Courthouse
Portland, Oregon 97204

Dear Mr. Hickok:

Senator Hatfield was in Newport and spoke to our Chamber of Commerce on September 8, 1978 and I expressed my concern to him about the Federal Aid Highway Act of 1973. He advised me to write to you expressing my concerns.

The City of Newport receives each year an allocation for approximately $26,000 which is received by the State of Oregon and may be utilized by the City on collector streets that have been designated by the City Council as our Federal Aid Urban System. The State has two sharing formulas with which they will work with cities, one in which the Federal money constitutes 78 percent of the project cost and the State and city split the remaining 22 percent and one in which the Federal share is 86 percent and the State and city split the remaining 14 percent.

Last year the City received six times this amount in Federal Revenue Sharing, twice this amount in Federal Anti-recession, four times this amount as a Community Block Grant for street improvements and twenty times this amount in a Public Works Round 2 allocation. The City could have taken any amount of these funds and expended them on street construction and built them by using our own engineering forces and general City specifications and not a word would have been said about the City being certified by the Federal Highway Department as capable of building city streets and etc., as is required by Federal regulations on how one must spend this $26,000 that is allocated to Newport yearly under the Federal Aid Highway Act.

My chief complaint is not against any individual but against the system that has been established to carry out the expenditure of these funds. Probably because the Federal highway agencies, along with the State highway agencies, have just finished building the interstate system, they are unable to reduce the way they think about spending money for highway work. The construction of city streets for low speed travel and only a few hundred feet long in some instances seems to be beyond their comprehension as to the amount of engineering and other requirements that are needed to construct such improvements.

FAU $

The city has had one project that was approximately 2000 feet long and constructed curbs on either side of an existing asphalt street and overlaid the existing street with a new lift of asphalt. The contractor received $93,891 and to do the required engineering to meet the requirements of the Act, the State of Oregon expended $42,255 on engineering.

Note (DN)
GE = 16,278.89
Const E 25,974.15
Means $12,000±
Non-participating
Const Engr

I know that Newport is not unique in the frustration that I experienced when I see so much of our money being expended in a way that does not benefit the traveling public one bit. We construct City streets every year in a way that would give the Federal engineers and their bureaucrats apolexy, however, our streets get the job done and the contractors bid substantially less on our projects than they do on projects built under this Highway Act and it is not because we allow the contractors to pay any less wages.

On Page 5 of Public Law 93-87 dated August 13, 1973 above Section 108, they state they are to minimize red tape. I think someone overlooked that line when he implemented Section 109, the Federal Aid Urban System. The traveling public, from which all these funds come, will continue to vote down gas tax increases and our roads will continue to deteriorate if we allow the bureaucracy that has been established to expend these funds to absorb such a high percentage of the total amount of funds appropriated by the Congress. It would appear to me that these funds would go a lot further towards alleviating the problems on City streets if they were passed through to the cities without all the strings that are being attached because of their having been appropriated as Federal Highway dollars versus other Federal aid to local governments.

Sincerely,

CITY OF NEWPORT

Donald A. Davis
City Manager

DAD:mjw

MINIMIZATION OF REDTAPE

SEC. 108. Section 101 of title 23 of the United States Code is amended by adding at the end thereof the following new subsection:

72 Stat. 885;
84 Stat. 1718.

"(e) It is the national policy that to the maximum extent possible the procedures to be utilized by the Secretary and all other affected heads of Federal departments, agencies, and instrumentalities for carrying out this title and any other provision of law relating to the Federal highway programs shall encourage the substantial minimization of paperwork and interagency decision procedures and the best use of available manpower and funds so as to prevent needless duplication and unnecessary delays at all levels of government."

FEDERAL-AID URBAN SYSTEM

SEC. 109. (a) Subsection (d) of section 103 of title 23, United States Code, is amended by striking the first, second, third, fourth, and fifth sentences and inserting in lieu thereof the following: "The Federal-aid urban system shall be established in each urbanized area, and in such other urban areas as the State highway department may designate. The system shall be so located as to serve the major centers of activity, and shall include high traffic volume arterial and collector routes, including access roads to airports and other transportation terminals. No route on the Federal-aid urban system shall also be a route on any other Federal-aid system. Each route of the system to the extent feasible shall connect with another route on a Federal-aid system. Routes on the Federal-aid urban system shall be selected by the appropriate local officials so as to serve the goals and objectives of the community, with the concurrence of the State highway departments, and, in urbanized areas, also in accordance with the planning process under section 134 of this title. Designation of the Federal-aid urban system shall be subject to the approval of the Secretary as provided in subsection (f) of this section."

84 Stat. 1716;
Post, p. 274.
76 Stat. 1148;
84 Stat. 1737.

(b) Subsection (d) of section 105 of title 23, United States Code, is amended to read as follows:

84 Stat. 1717.

"(d) In approving programs for projects on the Federal-aid urban system, the Secretary shall require that such projects be selected by the appropriate local officials with the concurrence of the State highway department of each State and, in urbanized areas, also in accordance with the planning process required pursuant to section 134 of this title."

REMOVAL OF DESIGNATED SEGMENTS OF THE INTERSTATE SYSTEM

SEC. 110. (a) Section 103(g) of title 23, United States Code, is amended to read as follows:

84 Stat. 1729.

"(g) The Secretary, on July 1, 1974, shall remove from designation as a part of the Interstate System each segment of such system for which a State has not notified the Secretary that such State intends to construct such segment, and which the Secretary finds is not essential to completion of a unified and connected Interstate System. Any segment of the Interstate System, with respect to which a State has not submitted by July 1, 1975, a schedule for the expenditure of funds for completion of construction of such segment or alternative segment within the period of availability of funds authorized to be appropriated for completion of the Interstate System, and with respect to which the State has not provided the Secretary with assurances satisfactory to him that such schedule will be met, shall be removed from designation as a part of the Interstate System. No segment of the Interstate System removed under the authority of the preceding sentence shall

February 26, 1975 OTC Minutes

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on rural county road mileage) proposed by Association of Oregon Counties and approved by Transportation Commission. Federal funds are estimated to represent approximately 78% of total county road FAS funds with State and County funds estimated to be approximately 11% each.

Mr. Klaboe presented a request from Linn County for the cancellation of a previously approved Federal Aid Secondary Project for the Hamilton Creek School-Berlin Section of FAS 214 at a total cost of $110,000. The County has completed this work with its own forces and is applying these funds to the DeFord Creek Bridge Project on FAS 124. The Commission approved the cancellation. 4g

Nine requests were recommended by Mr. Klaboe for Federal Aid Urban System Projects estimated at $1,220,700 with the State providing approximately $172,150 in match funds and an equal amount being contributed by the involved local units of government. The projects are eligible for funding under the Federal Aid Urban System Program. The Commission approved the following projects and authorized Mr. Klaboe to sign the agreements when prepared: 4h

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE SHARE
Baker	Campbell Ave.-Auburn Ave., Birch St., FAU 4860	$ 175,000	$ 136,500	$ 19,250
Clackamas County	Traffic Signals (7) Various County Roads agree 5/3/79	290,000	226,200	31,900
Dallas	Orchard Dr.-Washington St., Kings Valley Hwy., (FAU 6031) Washington St.-Clay St., Uglow Ave., FAU 6071	100,000	78,000	11,000
Eugene	Candlelight St.-Louis St., Royal Ave., FAU 1320	335,000	261,300	36,850
Newport	Lee St.-East City Limits, Bay Blvd., FAU 6850	100,000	78,000	11,000
Portland	Powell Blvd. (FAU 0640) at S.E. 47th & 69th Avenues	30,000	23,400	3,300
Springfield	Mill St.-5th St., Centennial Blvd., FAU 1140	220,000	171,600	24,200
Springfield	Traffic Signals (4) Various City Streets	170,000	132,600	18,700
The Dalles	Mill Creek Br., W. Tenth St., FAU 4020	145,000	113,100	15,950
TOTAL NEW PROJECTS		$1,565,000	$1,220,700	$172,150

9-15-78
Sollis says broad enough to allow Coulter to sign without going back for supplemental agreement
G Wimer

8442

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-9		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lincoln
MODIFICATION NUMBER 2	6-2-78	Project Number M-6850(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 117,639.00	$ 126,294.00
Federal funds	$ 100,934.00	$ 108,360.00
Other revisions		

This modification is made for the following reasons:

To include authorized additional items, and increase in cost of engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Service Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, May 24, 1978

Federal Aid Project
No. M-6850(1)

S.W. Lee Street-S.E. Fogarty Street (Newport) Section
FAU 6850 (Bay Blvd.)
Lincoln County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 17,000.00

Type Code 6201
Roadway (Sta. 10+00 to Sta. 28+50)

Sub Total on Previous Estimate November 24, 1976		$ 91,490.50
Additional Approved Items		
PA #3 Construct Concrete Walks	All Required	$ 1,358.00
EWO #1 Sub Excav. & Subgrade Repair	All Required	$ 2,190.00
	Subtotal	$ 95,038.50
	Engineering	14,255.50
	Total	$109,294.00

Length of Project	0.350 Miles
Cost of Roadway Per Mile	$312,268.50

SUMMARY OF FUNDS (85.8%)

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 17,000.00	$ 14,586.00	$1,207.00	$1,207.00
Roadway	109,294.00	93,774.00	7,760.00	7,760.00
Total	$126,294.00	$108,360.00	$8,967.00	$8,967.00

Group 1	100%
Contract No.	8448
Prefix No.	321-1098 & 321-1964

8446 15

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-208 ~~12-63~~		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lincoln
MODIFICATION NUMBER 1	12-8-76	Project Number M-6850(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 9, 1976,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,500.00	$ 117,639
Federal funds	$ 9,714.00	$ 100,934
Other revisions		

This modification is made for the following reasons:

Increase in preliminary engineering and award of contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of December, 1976.

Oregon State Highway Division
(Official name of Highway Agency)

By ______________________

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Oregon State Highway Division
Salem, Oregon, November 24, 1976

Federal-Aid Project
No. M-6850(1)

S.W. LEE STREET - S.E. FOGARTY STREET (NEWPORT) SECTION
FAU 6850 (BAY BLVD.)
LINCOLN COUNTY

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 17,000.00

Type Code 6201
Roadway (Sta. 10+00 to Sta. 28+50)

General Excavation	1,725 cu.yd.	4.00	6,900.00
Aggregate Base	2,500 ton	6.25	15,625.00
Class "B" or Class "C" Asphalt Concrete	2,190 ton	18.10	39,639.00
8-inch Sewer Pipe	486 lin.ft.	9.00	4,374.00
24-inch Sewer Pipe	116 lin.ft.	25.00	2,900.00
Extra for Pipe Through Seawall	6 only	100.00	600.00
Concrete Inlets, Type 1	15 only	165.00	2,475.00
Concrete Driveways	200 sq.yd.	12.00	2,400.00
Sidewalk Ramps	2 only	50.00	100.00
Concrete Curbs	3,850 lin.ft.	3.65	14,052.50
Adjusting Manholes	5 only	125.00	625.00
Adjusting Inlets	2 only	100.00	200.00
			$ 89,890.50

Anticipated Items

Stage Construction Striping	All Required	$ 600.00
Temporary Erosion Control	All Required	1,000.00
		$ 1,600.00
	Subtotal	$ 91,490.50
	Engineering	9,148.50
	TOTAL	$100,639.00

Length of Project - - - - - - - - - - - - 0.350 mile

Cost of Roadway - - - - - - - - - - - - - $287,540.00

Work Retained in Program Status
(Not included in totals below)

Work by City of Newport (Water-Sewer)	All Required	$ 2,000.00
Monument Boxes on Centerline (S.F.)	All Required	300.00

SUMMARY OF FUNDS (85.80%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 17,000.00	$ 14,586.00	$1,207.00	$ 1,207.00
Roadway	100,639.00	86,348.00	7,145.00	7,146.00
Total	$117,639.00	$100,934.00	$8,352.00	$ 8,353.00

Group 1	100%
Contract No.	8448
Prefix No.	321-1098
Prefix No.	321-1964

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO. 4-56

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon
County: Lincoln
Project No.: M-6850(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
City St., S. E. Bay Boulevard in Newport

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING All Phases	6-26-75	0.5
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,500	$ 9,714

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator APR 9 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking Regulations and Traffic Control is contained in the State-City Agreement approved by the Highway Division on July 28, 1975.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

✓

Oregon State Highway Division
Salem, Oregon, April 6, 1976

Federal-Aid Project
No. M-6850(1)

S.W. Lee St.-S.E. Grant St. (Newport) Section
City Street in Lincoln County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$12,500.00
	Total	$12,500.00

Length of Project - - - - - - - - - - - - 0.5 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$12,500.00	$ 9,714.00	$ 1,355.00	$ 1,431.00
Retain in Program				
Construction (Contract)	85,000.00	66,057.00	9,213.00	9,730.00
Total	$97,500.00	$75,771.00	$10,568.00	$11,161.00

Prefix 321-1964 P.E.

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-626

STATE COPY

CC:
OSHD (H S Coulter)
Wash D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT 4-12-78	REPORT MADE BY BILL KAPPUS, Area Engineer		PROJECT NO. M-6850(1)
COMPLETION DATE July 5, 1977	ACCEPTANCE DATE BY CONTRACT AGENCY August 30, 1978	TIME ELAPSED $\frac{89}{90}$ = 99 %	CONTRACT TIME 90 days
APPROVED EXTENSIONS None	LOCATION Bay Boulevard from SW. Lee Street to SW. Fogerty Street in Newport, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BAY BOULEVARD
SW. LEE STREET-SE. FOGERTY STREET (NEWPORT)
Grading & Paving

This project provided for the grading of 0.35 miles of roadway, placing aggregate base and asphalt paving, and the construction of curbs and driveways.

The final project cost was $115,105.33 which overran the original estimate by 7.2% . This overrun was mainly due to additional engineering costs.

All signing and striping for the project has been completed.

A final inspection was made July 26, 1977.

All appropriate documentation has been received and the project is considered acceptable.

4-27-78
cy [illegible]

RECEIVED
STATE HWY ENGR
APR 27 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

COPY SENT
APR 26 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Bill Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4-25-78	TITLE Field Operations Engineer	DATE 4-25-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8

September 6, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 31, 1977, we wrote to you concerning release of final payment on Contract No. 8448 awarded to Road & Driveway Co. for work on the S.W. Lee Street-S.E. Fogarty Street Section of Bay Boulevard in the City of Newport, Lincoln County.

Final payment on this contract is $6,731.67 and the total contract amount is $92,893.23 including $2,190.45 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Road & Driveway Co.
P. O. Box 730
Newport, OR 97365

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8448

8

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. Lee St.-S.E. Fogarty St. (Newport)
WEEK ENDING: 9 July 77
SECTION PREFIX: 321-1098
HIGHWAY: FAU 6850 (Bay Blvd.)
COUNTY: Lincoln
NAME OF JOB: Bay Blvd.
KIND OF WORK: Grading & Paving
CONTRACTOR: Road & Driveway Co.
CONTRACT NUMBER: 8448
FEDERAL AID PROJECT NUMBER: M - 6850 (1)
DATE OF CONTRACT: 8 Nov 76
DATE WORK STARTED: 1 Apr 77
ESTIMATED COMPLETION DATE: 5 July 77
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 2 SUPERVISION: 1
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 90
CALENDAR DAYS USED: 93 *
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 107,390.12
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 98,011.07
ENGINEERING AUTHORIZATION: $ 9,379.05
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98,011.49 *
ENGINEERING COST TO DATE: $ 21,152.
DATE PROJECT WAS COMPLETED: 5 July 77
ESTIMATED PERCENT: OVERRUN 8 %
PERCENT OF AUTHORIZATION: 226 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	CURB	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	CONCRETE	PAVING
MILES IN PROJECT	0.35	0.35		0.35	0.35
MILES PARTIALLY COMPLETED	0.35	0.35		0.35	0.35
MILES COMPLETED	0	0.35		0.35	0.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,725 CY	2,500 Ton		3,850 LF	2,190 Ton
TOTAL QUANTITIES CORRECTED TO DATE	2,086	2,562		4,010	2,046
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
1 - 1Ton Flat Bed
1 - 10Yd Dump

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY July 3	Showers	91 *		
MONDAY 4	Clear & Warm	92 *		
TUESDAY 5	Prtly Cloudy	93 *		Contractor completed project on 5 July 77.
WEDNESDAY 6		"		** Maximum Federal Participation: $14,068.58
THURSDAY 7		"		** 100% City of Newport Share: $ 6,711.
FRIDAY 8		"		
SATURDAY 9		"		BEN GIFFORD

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUL 11 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	Contractor finished pouring concrete sidewalks for PA #3 and completed PA #3.
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

* Due to oversight from this office, a shut down order should have been written to cover the days; July 1, 2, 3, & 4. This will be written to cover this period retroactively.

Corrected copies of the day count will be sent out.

SIGNED ____ LOCATION Newport
FOR H.H. PATTERSON

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP'F216

8

DATE: July 8, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Contract No. 8448
S. W. Lee St.-S. E. Fogarty St. (Newport)

An overrun of 8.49 percent is expected on this project which is just completed. The project is for widening and installation of curbs, storm drainage and paving on a 2,000-foot section of city street on the waterfront in Newport. Road & Driveway Company is the contractor.

Contract items will overrun almost three percent. Unanticipated added work to subexcavate soft subgrade, reconstruct inlets and add concrete walks amounts to over three percent of the project authorization. Engineering cost is the largest overrun item. The grade and alignment control needed for work like this in a congested area and the adjustments to meet unforeseen conditions require close supervision.

Your approval is requested for an increase of $9,121.37 to a new total authorization of $116,511.49. This item will be on the Consent Calendar for your July 19 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
C. T. Keasey
John Sheldrake
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 8, 1977

FILE: CON 5 #8448

JB

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: S.W. Lee St.-S.E. Fogarty St.
(Newport)
Contract No. 8448
Request for Increase in Authorization

An overrun of 8.49 percent is expected on this project which is just completed. The project is for widening and installation of curbs, storm drainage and paving on a 2,000 foot section of city street on the water front in Newport. Road & Driveway Company is the contractor.

Engineering cost is the largest overrun item and is expected to more than double the amount authorized. This is an urban funded project on a city street and there will be about $6,000 of nonparticipating engineering costs which are to be paid by the City. (The City is aware of this.) Contract items will overrun almost three percent. Unanticipated added work to subexcavate soft subgrade, reconstruct inlets and add concrete walks amounts to over three percent of the project authorization. The project was virtually complete within the 90 days allowed (although I note that 69 percent of the engineering authorization was spent when the project was only 10 percent completed in early April).

A rough draft letter to the Transportation Commission requesting an increase of $9,121.37 to a new total authorization of $116,511.49 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JUL 8 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project S. W. Lee St. - S. E. Fogarty St. (Newport) Date June 7, 1977

Highway FAU 6850 (Bay Blvd.) Contract No. 8448

County Lincoln Kind of Work Grading & Paving Contractor Road & Driveway Co.

	Authorized	Estimated
Contract Amount	89,890.50	92,157.69
Anticipated Items	3,900.00	223.80
Contingency (4½%)	4,220.57	3,630.00
Engineering	9,379.05	20,500.00
Credits	-	-
PROJECT COST	107,390.12	116,511.49

NET INCREASE $ 9,121.37 = 8.49 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(c) - 1 General Excavation	$ 8,136.80	+ 1,238.80
(c) 2 Aggregate Base	15,726.69	+ 101.69
(c) 4 8 inch Sewer Pipe	[illegible],113.00	- 261.00
(c) 6 Extra for pipe through Seawall	[illegible],400.00	- 200.00
(c) 8 Concrete Driveways	3,300.00	+ 900.00
(c) 9 Sidewalk Ramps	150.00	+ 50.00
(c) 10 Concrete Curbs	14,490.50	+ 438.00
(A) Engineering	20,500.00	+ 11,120.95
(A) SF01 Monument Centerline	223.80	- 77.20
(U) EW01 Subexcavate soft spots	2,050.00	+ 2,050.00
(U) PA 2 Reconstruct Inlets	280.00	+ 280.00
(U) PA 3 Concrete Walks	1,300.00	+ 1,300.00

Principal reasons for overruns (Continue on reverse side): Construction Engineering overran due to the nature of the work, and was further complicated by numerous changes and additions directed and/or requested by City officials, and required by conditions encountered on the project.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by H. H. [illegible] Resident Engineer

Noted by [illegible] Construction or Bridge Engineer

Confirmed by Robert E. Royer Division Engineer

Noted by for H S Coulter Deputy or State Highway Engineer

514

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Lincoln	DIVISION Oregon
DATE OF INSPECTION 5-10-77	INSPECTION MADE BY P. V. Riedl, Area Engr.		PROJECT NO. M-6850(1)

IN COMPANY WITH
*See below

LOCATION
S.W. Lee St. S.E. Fogerty (Newport)

RECEIVED STATE HWY ENGR
JUN 22 '77
REFER TO Casey
FOR
Act
Sign
D/R
R/D
Inves
Info

CONTRACTOR NAME AND ADDRESS
Road & Driveway, P.O. Box 730, Harney St., Newport, OR

AWARD DATE 11-8-76	CONTRACT AMOUNT $89,890.50	TIME ALLOWED 90 CWD	TIME STARTED 4-1-77	WORK STARTED 4-1-77
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 45	WORK COMPLETED 42	

REMARKS

S.W. LEE ST. S.E. FOGERTY ST. (NEWPORT)
FAU 6850 (Bay Blvd.)
Grading and Paving

The project is located on Bay Blvd. from S.W. Lee St. to S.E. Fogerty St. The work consists of construction of 0.35 mile of roadway widening, aggregate base and asphalt pavement, curbs and driveways.

COPY SENT
JUN 21 1977
STATE

The project was inspected by the following:

Gerry Wimer, OSHD Reg. 2 Constr. Engr.
Bob Royer, OSHD Region 2 Engr.
Pat Patterson, OSHD Resident Engr.
Chuck Elroy, OSHD Resident Engr.
Paul Riedl, FHWA Area Engr.

Scope of Inspection:

The inspection covered a review of the construction work accomplished to date, contract administration and materials incorporated into the project.

Work Completed:

The contractor began construction on April 1, 1977. He placed the drainage pipe and storm sewer installations during this time as weather conditions were unseasonably good. He has now completed the grading, drainage, base and curbs and has placed approximately 50 percent of the paving. The contract was set up for work to not begin prior to April 1, 1977, with a contract time of 90 calendar workdays. This requirement was established to take advantage of the slack tourist season. However, with the unseasonably good weather, the contractor has hada very difficult time with the traffic congestion and parking throughout the project. This contract did not include specific pay items for traffic control but set it up to be included in the payment for one or more of the listed pay items. Obtaining adequate traffic control has been difficult because of the influx of tourist traffic and the lack of a specific pay item for these controls.

The incorporation of two field offices into one has occurred in the Newport area. Therefore, adequate numbers of inspectors and engineers are available to handle the field engineering and inspection work.

The materials incorporated into the project are considered satisfactory.

The utilities on the project were not located where they were shown on the plans and grades had to be revised to avoid conflicts. This has increased the engineering costs.

Work is progressing satisfactorily and should be completed within the allotted time.

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Newport
810 S. W. Alder St.
Newport, Oregon 97365

Attention of Ms. Patricia A. Plunkett
City Recorder

Request No. (assigned by staff engineer or head of section) cc-1700

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $1,375.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advanca deposit for preliminary engineering on Lee St.-Grant St. Section of Bay Blvd., FAU 6850. Covered by agreement dated 7/28/75.		1,000.00
		To be Retained		$ 375.00
		Acct. Ref. NEWPORC 001205 APE		

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 321-1964-295

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $1,375.00

Submitted by: Fred Hildebrandt
F. F. Hildebrandt

Is this a partial or final request for billing? Partial

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved:
G. N. Hopkins Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Newport
810 S. W. Alder St.
Newport, Oregon 97365

Attention of Ms. Patricia A. Plunkett
City Recorder

Request No. (assigned by staff engineer or head of section) cc-1701

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Construction $7,600.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction on Lee St.-Grant St. Section of Bay Blvd., FAU 6850. Covered by agreement dated 7/28/75.		5,600.00
		To be Retained		$2,000.00
		Acct. Ref. NEWPORC 001473 ACT		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $7,600.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
321-1098-295

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

File

bc w/att: Phil Stearns - Upon receipt of City's check , notify
Virgil Boyd at 37[illegible]563, attach a copy
of the notification of advance deposit
No. AD 245 and submit to Finance Branch.

October 25, 1976

City of Newport
City Hall
Newport, OR 97365

Attn: Patricia A. Plunkett
City Recorder

Gentlemen:

On October 21, 1976 a satisfactory bid was received from Road and Driveway Company, P.O. Box 730, Newport Oregon 97365 for S.E. Lee Street-S.E. Fogerty Street (Newport) Section FAU 6850. As per the agreement between State and City, the following advance deposit is required from the City prior to awarding of a contract:

Bid Items	$89,890.50
Stage Construction Striping	600.00
Temporary Erosion Control	1,000.00
Adjust Utilities (City of Newport)	2,000.00
Monument Centerline	300.00
4½% Contingencies	4,220.57
10% Engineering	9,379.05
ESTIMATED TOTAL COST	$107,390.12

City's Advance Deposit:
7% of $107,390.12 = $7,517.31 or say $7,600.00

Please make your check in the amount of $7,600.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns Region 2 Federal Aid Engineer, East Highway Bldg., Salem, Oregon 97310.

107,390 x .86 = $92,355

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:dp

☑ ENGR. ☐ ASST. ☑ OE ☑ ~~AE~~ ☐ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

S.W. LEE ST.-S.E. FOGARTY ST. (NEWPORT) SECTION

FAU 6850 (BAY BLVD.)

LINCOLN COUNTY

FAP No. M-6850(1)
0.35 Mile Grading and Paving

Bids Received October 21, 1976

1.	General Excavation	Cu.Yd.	1,725	4^{00}	5.00	$ 8,625.00	6900-
2.	Aggregate Base	Ton	2,500	6^{25}	8.00	20,000.00	15,625-
3.	Class "B" or Class "C" Asphalt Concrete	Ton	2,190	18^{10}	17.50	38,325.00	39,639-
4.	8-inch Sewer Pipe	Lin.Ft.	486	9^{00}	5.00	2,430.00	4,374-
5.	24-inch Sewer Pipe	Lin.Ft.	116	25^{00}	18.00	2,088.00	2,900-
6.	Extra for Pipe Through Seawall	Each	6	100^{00}	200.00	1,200.00	600-
7.	Concrete Inlets, Type 1	Each	15	165^{00}	200.00	3,000.00	2,475-
8.	Concrete Driveways	Sq.Yd.	200	12^{00}	13.50	2,700.00	2,400-
9.	Sidewalk Ramps	Each	2	50^{00}	50.00	100.00	100-
10.	Concrete Curbs	Lin.Ft.	3,850	3^{65}	4.10	15,785.00	$14,052^{50}$
11.	Adjusting Manholes	Each	5	125-	80.00	400.00	625-
12.	Adjusting Inlets	Each	2	100-	150.00	300.00	200-
					For Comparison of Bids	$ 94,953.00	

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 94,953.00	$ 89,890.50-
Anticipated Additional Items:			
Stage Construction Striping	$ 600.00		
Temporary Erosion Control	1,000.00		
Adjust Utilities:			
City of Newport	2,000.00		
Monument Boxes on Centerline (State Force)	300.00		
		3,900.00	3,900.00
		$ 98,853.00	93,790.50
Contingencies (4-1/2%)		4,448.39	4,220.57
Engineering (10%)		9,885.30	9,379.05
Estimated Net Authorization, Construction		$113,186.69	$ 107,390.12

15,980.05 × .86 = 13,742.84
107,390.12 [illegible] = 92,355.50

Total [illegible] 106,098.34

Funds Available $ 109,430.00
Funds Used. 106,098.34
$ 3,331.66

Salem, Oregon
October 12, 1976

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 21 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened October 21 on the following projects:

1. Umpqua River (Scottsburg) Bridge
   Umpqua Highway, Douglas County
   Bridge Repair

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. South Unit, Forest Boundary-Colahan Road
   Squaw Flat County Road, Klamath County
   Grading and surfacing

   32-foot roadway. Aggregate surfacing, paved surface by others.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Willamette River (Springfield) Bridge
   McKenzie Highway, Lane County
   Bridge Repair

   Same as No. 1.

4. SW Lee Street-SE Fogarty Street (Newport)
   Bay Boulevard, Lincoln County
   Grading and Paving

   Two 12-foot lanes with 9-foot and 10-foot parking lanes. Graded sidewalk area behind curbs.

   Existing sidewalks left in place. Sidewalks to be constructed by others (future).

5. Yaquina Bay Bridge
   Oregon Coast Highway, Lincoln County
   Dolphin Replacement

   Same as No. 1.

6. North Fork Cold Springs Bridge
   FAS 30-110, Umatilla County
   Grading and Structure

   Ten-foot lanes and 4-foot shoulders on approaches. Width on structure 27-1/2 feet.

   Same as No. 2.

7. Minam-Enterprise
   Wallowa Lake Highway, Wallowa County
   Slope Improvement and Rock Barrier

   Same as No. 1.

8. Hillsboro-Beaverton Bus Turnouts
   Tualatin Valley Highway, Washington County
   Grading and Paving

   Same as No. 2. Three-foot to 5-foot sidewalks will be provided.

RS:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell   Don Harwell

```
SW LEE ST-ECL (NEWPORT)       CONT NO         FA PROJ NOS M   850001 100
                                 321    1964     296      00 N 9                                                          9.714.00CP
                                 321    1964     298      00 N 9                                                          9.714.00
```

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TAL TO DATE JOB COST SUMMARY                                                          SEPTEMBER 1976         PAGE 445

                                                                                          FISCAL               GRAND TOTAL
SCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION    GR   CURRENT MONTH     YEAR TO DATE             TO DATE
                                 321    1964     901     [illegible] P 1                          52 [illegible]      [illegible]
                                 321    1964     905     [illegible] P 1      332 [illegible]          641 00         2,041 [illegible]
                                 321    1964     910     [illegible] P 1      116 [illegible]          116 [illegible]         1,2[illegible]
                                 321    1964     914     [illegible] P 1                           3 40           213 [illegible]
                                 321    1964     920     [illegible] P 1       26 [illegible]           46 [illegible]            46 [illegible]
                                 321    1964     921     [illegible] P 1      116 [illegible]          507 00           908 [illegible]
                                 321    1964     950     [illegible] P 1                                          133 [illegible]
                                                 TOT        P1          591 [illegible]        1,669 70        15,[illegible] 05
                                           ** JOB TOTALS **          591 [illegible]   **   1,669 70   **   15,980 05

GAI  ER WAY-OLALLA RD (TOLEDO CONT NO        FA PROJ NOS SPS [illegible]041 100
                                 321    1972     296      00 N 9      11 [illegible]CR         [illegible] 59CR          165 16CR
                                 321    1972     298      00 N 9      11 [illegible]           [illegible] 59            165 16
                                 321    1972     901      00 P 1      10 [illegible]            10 30             10 30
                                 321    1972     905      00 P 1                                               69 52
                                 321    1972     914      00 P 1       2 [illegible]           [illegible]23 69           103 69
                                                 TOT       P1         13 [illegible]           [illegible]13 99           183 51
                                           ** JOB TOTALS **         13 [illegible]   **      [illegible]13 99   **      183 51

FIFTH AVE-WASH ST INTERCH       CONT NO     * FA PROJ NOS HHS [illegible]0001 100
                                 322    1928     296      00 N 9                                              151 68CR
                                 322    1928     293      00 N 9                                              151 68
                                 322    1928     905      00 P 1                                               86 16
                                 322    1928     921      00 P 1                                               82 37
                                                 TOT       P1                                                 168 53
                                           ** JOB TOTALS **                  **                   **          168 53
```

9-76

8/1/78

8448

p

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-6850(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Div. Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Lincoln
	ITEM NO. M-33	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 24 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
9-29-76	9-29-76	FAU 6850
		STATE ROUTE NUMBER City Street

GENERAL LOCATION: "S.W.Lee St.-S.W.Fogarty St. (Newport) Section"

GENERAL DESCRIPTION OF WORK: Grade, drain and pave.

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Stage Const. Striping $ 600
Temp. Erosion Cont. 1000

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 9-27-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $106,208 - Federal funds $91,126.

A signed Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-29-76		Division Administrator 9-29-76

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-

SW Lee St.- SE Fogarty St. (Newport) Sec.
FAU 6850 (Bay Blvd.)
Lincoln Co.

Estimates Based on Revised Prices from
George Sanford on 8/20/76

#1	Full Project	$126,800
	*(-5,500 for Driveways)	$121,300
#2	34' Roadway + Extra Curb Rt.	$102,700
	*(-4,800 for Driveways)	$97,900
#3	44' Roadway Ending at SE Eads St.	$110,800
	*(-5500 for Driveways)	$105,300

*City to do all driveway and/or approach construction.

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section S.W. Lee St. - S.E. Fogarty St. (Newport)
Highway Bay Blvd. County Lincoln Prefix 321-1964-905
Length ______ Miles ______ Designer ______ Date ______
Signed ______ Title ______

Grading & Drainage		$ 55,255
Surfacing		$ 52,545
Extra Work		
Striping	$ 600	
Erosion Control	$ 1,000	
Adjust Utilities	$ 2,000	
Adjust Monument Boxes	$ 300	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 3900
TOTAL		$ 111,700
+13½% Engineering and Contingencies		$ 15,100
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 126,800

1

REGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section S.W. Lee St. - S.E. Fogarty St. (Newport)
Highway Bay Blvd. County Lincoln Prefix 321-1964-905
Length ________ Miles ________ Designer ________ Date ________

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Mobilization	All		100%	6,105	6,105
Temporary Protection & Direction of Traffic	All		100%	2,000	2,000
Temporary Signs	Sq. Ft.		150	6	900
Temporary Barricades	Ea.		2	100	200
Flagmen	Hr.		250	15	3,750
Removal of Structures & Obstructions	All		100%	750	750
General Excavation	Cu. Yd.		1,725	5	8,625
Trench Excavation	Cu. Yd.		190	10	1,900
Aggregate Base	Ton		2,500	5^{65}	14,125
Class "B" or "C" Asphalt Concrete	Ton		2,260	17	38,420
8-inch Sewer Pipe	Lin. Ft.		482	5	2,410
24-inch Sewer Pipe	Lin. Ft.		116	15	1,740
Adjusting Manholes	Ea.		5	150	750
Adjusting Inlets	Ea.		2	125	250
Extra for Pipe Under Pavement	Lin. Ft		160	10	1,600
Concrete Inlets, "City" ~~Type "A-1"~~	Ea.		15	250	3,750
~~Concrete Inlets, Type "D"~~	~~Ea.~~				
Concrete Driveways	Sq. Yd.		225	14	3,150
Sidewalk Ramps	Ea.		2	150	300
Extra for Pipe Through Curbwall	Ea.		6	500	3,000
Concrete Curbs	Lin. Ft.		3,850	3^{50}	13,475
Extra for Asphalt Approaches	Ea.		4	150	600

TOTAL 107,800

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section S.W. Lee St. - S.E. Fogarty St. (Newport)
Highway Bay Blvd. County Lincoln Prefix 321-1964-905
Length ______ Miles ______ Designer ______ Date ______
Signed ______ Title ______

Grading & Drainage			$ 44 437
Surfacing			$ 64 210
Extra Work			
	Striping	$ 600	
	Erosion Control	$ 1,000	
	Adjust Utilities	$ 2,000	
	Adjust Monument Boxes	$ 300	
		$	
		$	
		$	
		$	
		$	
		$	
TOTAL EXTRA WORK			$ 3900
TOTAL			$ 112,547
+ ___% Engineering and Contingencies			$ 14,253
Structures			
		$	
		$	
		$	
		$	
TOTAL STRUCTURES			$
Right of Way			$
TOTAL ESTIMATED COST			$ 126,800

2

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of ___ Sheets

Section S.W. Lee St. – S.E. Fogarty St. (Newport)
Highway Bay Blvd. County Lincoln Prefix 321-1968-905
Length ______ Miles ______ Designer ______ Date Rev 8-26-76
88
8-30-76 89

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
General Excavation	Cu. Yd.		1,728	6.00	10,368
Aggregate Base	Ton		2,500	6.70	16,750
Class "B" or "C" Asphalt Concrete	Ton		2,260	21.00	47,460
8-inch Sewer Pipe	Lin. Ft.		490	5.95	2,915.50
24-inch Sewer Pipe	Lin. Ft.		116	17.00	1,972
Concrete Inlets - "City"	Ea.		15	330.00	4,950
Concrete Driveways	Sq. Yd.		226	16.50	3,729
Sidewalk Ramps	Ea.		2	175-	350
Extra for Pipe Through Sewer"	Ea.		6	500-	3,000
Concrete Curbs	Lin. Ft.		3,850	4.15	15,977.50
Adjusting Manholes	Ea.		5	175-	875
Adjusting Inlets	Ea.		2	150-	300
					108,647-

TOTAL * ~~82,780~~

QUANTITY SUMMARY - COST ESTIMATE

Sheet 1 of 3 Sheets

Section S.W. Lee St. - S.E. Fogarty St. (Newport)
Highway Bay Blvd. County Lincoln Prefix 321-1964-905
Length ______ Miles ______ Designer ______ Date ______
Signed ______ Title ______

Grading & Drainage	44' Roadway to Sta. 19+10.		$ 47,689
Surfacing	34' Roadway + Extra Surfacing Rt. to Sta. 28+50.		$ 45051
Extra Work			
	Striping	$ 600	
	Erosion Control	$ 1,000	
	Adjust Utilities	$ 2000	
	Adjust Monument Boxes	$ 300	
		$	
		$	
		$	
		$	
		$	
		$	
TOTAL EXTRA WORK			$ 3,900
TOTAL			$ 96640
+13½% Engineering and Contingencies			$ 13,060
Structures			
		$	
		$	
		$	
		$	
TOTAL STRUCTURES			$
Right of Way			$
TOTAL ESTIMATED COST			$ 109,700

3

REGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section S.W. Lee St. – S.E. Fogarty St. (Newport)
Highway Bay Blvd.
County Lincoln
Prefix 321-1964-905
Length ______ Miles ______
Designer ______
Date ______

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Mobilization	All		100%	5,254	5,254
Temporary Protection & Direction of Traffic	All		100%	2,000	2,000
Temporary Signs	Sq. Ft.		150	6	900
Temporary Barricades	Ea.		2	100	200
Flagmen	Hr.		250	15	3,750
Removal of Structures & Obstructions	All		100%	750	750
General Excavation	Cu. Yd.		1,410	5	7,050
Trench Excavation	Cu. Yd.		190	10	1,900
Aggregate Base	Ton		2,140	5.65	12,091
Class "B" or "C" Asphalt Concrete	Ton		1,880	17	31,960
8-inch Sewer Pipe	Lin. Ft.		482	5	2,410
24-inch Sewer Pipe	Lin. Ft.		116	15	1,740
Adjusting Manholes	Ea.		5	150	750
Adjusting Inlets	Ea.		2	125	250
Extra for Pipe Under Pavement	Lin. Ft.		160	10	1,600
Concrete Inlets, "City" ~~Type [illegible]~~	Ea.		13	250	3,250
~~Concrete Inlets~~, Type "D"	Ea.				
Concrete Driveways	Sq. Yd.		200	14	2,800
Sidewalk Ramps	Ea.		2	150	300
Extra for Pipe Through Seawall	Ea.		6	500	3,000
Concrete Curbs	Lin. Ft.		2,910	3.50	10,185
Extra for Asphalt Approaches	Ea.		4	150	600

TOTAL 97,740

[illegible] COST ESTIMATE #3

Sheet 1 of 3 Sheets

Section S.W. Lee St. - S.E. Ferry St. (Newport)
Highway Bay Blvd. County Lincoln Prefix 321-1964-905
Length ______ Miles ______ Designer ______ Date ______
Signed ______ Title ______

Grading & Drainage 44' Roadway $ 50701
Sta- 10+00 to Sta 25+80*
Surfacing *W. Side of SE Eads St. $ 43031

Extra Work

Striping	$ 600
Erosion Control	$ 1000
Adjust Utilities	$ 2,000
Adjust Monument Boxes	$ 300
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK $ 3,900

TOTAL . . . . $ 97,632

+13½% Engineering and Contingencies $ 13,168

Structures

	$
	$
	$
	$

TOTAL STRUCTURES $

Right of Way $

TOTAL ESTIMATED COST . . . . $ 110,300

#4

REGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section S.W. Lee St. - S.E. Fogarty St. (Newport)
Highway Bay Blvd. County Lincoln Prefix 321-1964-905
Length ____ Miles ____ Designer ____ Date ____

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Mobilization	All		100%	5,306	5,306
Temporary Protection & Direction of Traffic	All		100%	2,000	2,000
Temporary Signs	Sq. Ft.		150	6	900
Temporary Barricades	Ea.		2	100	200
Flagmen	Hr.		250	15	3,750
Removal of Structures & Obstructions	All		100%	750	750
General Excavation	Cu. Yd.		1,480	5	7,400
Trench Excavation	Cu. Yd.		185	10	1,850
Aggregate Base	Ton		2,140	5^{65}	12,091
Class "B" or "C" Asphalt Concrete	Ton		1,820	17	30,940
8-inch Sewer Pipe	Lin. Ft.		444	5	2,220
24-inch Sewer Pipe	Lin. Ft.		116	15	1,740
Adjusting Manholes	Ea.		4	150	600
Adjusting Inlets	Ea.		2	125	250
Extra for Pipe Under Pavement	Lin. Ft.		160	10	1,600
Concrete Inlets, "City" ~~Type [illegible]~~	Ea.		14	250	3,500
~~Concrete Inlets, Type "D"~~	~~Ea.~~				
Concrete Driveways	Sq. Yd.		225	14	3,150
Sidewalk Ramps	Ea.		2	150	300
Extra for Pipe Through Curbwall	Ea.		6	500	3,000
Concrete Curbs	Lin. Ft.		3,310	3^{50}	11,585
Extra for Asphalt Approaches	Ea.		4	150	600

TOTAL $93,732

QUANTITY SUMMARY ; COST ESTIMATE

Sheet 1 of 3 Sheets

Section S.W. Lee St. - S.E. Fogarty St. (Newport)
Highway Bay Blvd. County Lincoln Prefix 321-1964-905
Length ______ Miles ______ Designer ______ Date ______
Signed ______ Title ______

Grading & Drainage		$ 35,882.00
Surfacing		$ 46,898.00
Extra Work		
Striping	$ 600.00	
Erosion Control	$ 1,000.00	
Adjust Utilities	$ 2,000.00	
Adjust Monument Boxes	$ 300.00	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 3,900.00
TOTAL		$ 86,680.00
+ 13½% Engineering and Contingencies		$ 11,720.00
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 98,400.00

Revised Estimate - City Prices #5

REGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section S.W. Lee St. - S.E. Fogarty St. (Newport)
Highway Bay Blvd. County Lincoln Prefix 321-1964-905
Length ______ Miles ______ Designer ______ Date ______

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
Mobilization	All				0
Temporary Protection & Direction of Traffic	All				0
Temporary Signs	Sq. Ft.				0
Temporary Barricades	Ea.				0
Flagmen	Hr.				0
Removal of Structures & Obstructions	All				0
General Excavation	Cu. Yd.		1,728	3^{25}	6,480
Trench Excavation	Cu. Yd.				0
Aggregate Base	Ton	Includes Roller & Grader	2,500	4^{25}	10,625
Class "B" or "C" Asphalt Concrete	Ton		2,260	16^{05}	36,273
8-inch Sewer Pipe	Lin. Ft.		490	4^{70}	2,303
24-inch Sewer Pipe	Lin. Ft.	Prorated Price	116	15^{50}	1,798
Adjusting Manholes	Ea.		5	60	300
Adjusting Inlets	Ea.	used Adj. M.H. Price	2	60	120
Extra for Pipe Under Pavement	Lin. Ft.				0
Concrete Inlets, ~~Type "G-2"~~ "City"	Ea.		15	195	2,925
~~Concrete Inlet, Type "D"~~	~~Ea.~~				
Concrete Driveways	Sq. Yd.		226	13^{50}	3,051
Sidewalk Ramps	Ea.	Based on Walk Const. Price	2	60	120
Extra for Pipe Through Curbwall	Ea.	Our Price	6	500	3,000
Concrete Curbs	Lin. Ft.		3,850	4^{10}	15,785
Extra for Asphalt Approaches	Ea.				0

TOTAL *82,780

8418

721 Rev 15 Sept '76

BEN GIFFORD

Section S.W. Lee St - S.E. Fogarty St (Newport) Programming Estimate $ 113,000

Highway FAU 6850 (Bay Blvd.) Project Length 0.35 mile

County Lincoln Completion Time 10 [illegible]

Kind of Work Grading and Paving [illegible] June [illegible]

Prefix 321-1964- FA Project No. M-6850(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 94,953.00 ~~130,435.00~~

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping	600.00	
Temporary Erosion Control	1,0[illegible]	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		3,900.00 $ ~~7,900.00~~
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Adjust Utilities		
City of Newport	2,000.00 ~~6,000.00~~	
~~Misc. Permit Fees~~		
Monument Boxes on Centerline (State Force)	300.00	
	98853.00	$ ~~138,335.00~~
Contingencies (4-1/2%)	4,448.39	~~6,225.08~~
Engineering (10 ~~9~~ %)	9,885.30	~~12,450.15~~
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction	113,186.61	$ ~~157,010.23~~

13 Sept [illegible]

OREGON STATE HIGHWAY DIVISION

Rev. 15 Sept 76 SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1

Date 7 Sept 76

Section SW Lee St - SE Fogarty St (Newport)

County Lincoln

Kind Of Work Grading and paving

Length

Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
1	General Excavation		Cu. Yd.	1,725	5^{00} ~~7^{00}~~	$8,625^{00}$ ~~6,400~~
2	Aggregate Base		Ton	2,500	8^{00} ~~7^{00}~~	$20,000^{00}$ ~~17,500~~
3	Class "B" or Class "C" Asphalt Concrete		Ton	2,190	17^{50} ~~16^{50}~~	$38,325^{00}$ ~~36,135~~
4	8-inch Sewer Pipe		Lin. Ft.	486	5^{00}	$2,430^{00}$
5	24-inch Sewer Pipe		Lin. Ft.	116	18^{00}	$2,088^{00}$
	Extra for Pipe Through Seawall		Each	6	200^{00}	$1,200^{00}$
7	Concrete Inlets, Type 1		Each	15	200^{00}	$3,000^{00}$
8	Concrete Driveways		Sq. Yd.	200	13^{50}	$2,700^{00}$
9	Sidewalk Ramps		Each	2	50^{00}	100^{00}
10	Concrete Curbs		Lin Ft.	3,950	4^{10}	$15,795^{00}$
11	Adjusting Manholes		Each	5	80^{00}	400^{00}
12	Adjusting Inlets		Each	2	150^{00}	300^{00}
	TOTAL					$94,953^{00}$ ~~$88,538^{00}$~~

[illegible]

721 Rev 13 Sept 76

BEN GIFFORD FAUS

Section S.W. Lee St - S.E. Fogarty St (Newport) Programming Estimate $ 106,000

Highway FAU 6850 (Bay Blvd.) Project Length 0.35 mile

County Lincoln Completion Time 90 [illegible]

Kind of Work Grading and Paving [illegible] June 77

Prefix 321-1964- FA Project No. M-6850(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

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COUNTY & CITY SECTION
SEP 14 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

Estimated Contract Amount		$ 88,538.00 ~~130,435.00~~
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping	600.00	
Temporary Erosion Control	1,000.00	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ 3,900.00 ~~7,900.00~~
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Adjust Utilities		
City of Newport	2,000.00 ~~6,000.00~~	
~~Misc. Permit Fees~~		
Monument Boxes on Centerline (State Force)	300.00	
	92,438.00	$ ~~138,335.00~~
Contingencies (4-1/2%)	4,159.71	~~6,225.08~~
Engineering (10 ~~9~~ %)	9,243.80	~~12,450.15~~
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction	105,841.51	$ ~~157,010.23~~

13 Sept 76
County says $ OK
[illegible]

OREGON STATE HIG WAY DIVISION
SU RY—BID SCHEDULE—COST ESTIMAT

Sheet 1 of 1
Date 7 Sept 76

Section SW Lee St - SE Fogarty St (Newport)
County Lincoln
Kind Of Work Grading and paving
Length
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
1	General Excavation		Cu.Yd	1,725	4.00	6,900.00
	Aggregate Base		Ton	2,500	7.00	17,500.00
	Class "B" or Class "C" Asphalt Concrete		Ton	2,190	16.50	36,135.00
	8-inch Sewer Pipe		Lin. Ft.	486	5.00	2,430.00
	24-inch Sewer Pipe		Lin. Ft.	116	18.00	2,088.00
	Extra for Pipe Through Seawall		Each	6	200.00	1,200.00
7	Concrete Inlets, Type 1		Each	15	200.00	3,000.00
	Concrete Driveways		Sq. Yd.	200	13.50	2,700.00
	Sidewalk Ramps		Each	2	50.00	100.00
	Concrete Curbs		Lin Ft.	3,850	4.10	15,785.00
11	Adjusting Manholes		Each	5	80.00	400.00
12	Adjusting Inlets		Each	2	150.00	300.00
	TOTAL					88,538.00

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COUNTY & CITY SECTION
SEP 14 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☒ OPE ☐ CE ☒ RE ☐ RPE ☐

[illegible]

newport

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. J. H. Vertseeg
Road Design Engineer

DATE: September 7, 1976

FROM: George N. Hopkins
Program Development Engineer

SUBJECT: S. W. Lee Street-S. E. Fogerty Street
Newport - FAU 6850
Lincoln County

It appears that the construction cost for the City of Newport's Urban System project exceeds the available funds by a substantial sum. This estimate of cost is based on a project designed and constructed to State standards and the quantities extended at unit prices developed by the Cost Analysis Section.

On September 1, 1976, Don Harwell and Phil Stearns met with Mr. Don Davis, City Manager, and discussed the five alternatives for this project which you furnished us under date of August 31, 1976. Mr. Davis expressed his appreciation for this "extra effort" on your part and that of the Region in attempting to come up with a project within the funding capabilities of the City of Newport.

He selected Alternate No. 5 and requested that it be advertised for the October 1976 letting. He also requested that work begin on the project in April 1977 and be completed by June 30, 1977.

Alternate No. 5, as selected by Mr. Davis, is a project designed and constructed to State standards; however, the engineer's estimate is based on bid items and unit prices furnished by the City of Newport.

This request is contrary to our standard operating procedures, but Mr. Davis is confident that advertising the project in this manner will result in a lower bid price for the project.

We concur with Mr. Davis, and request that you proceed with Alternative No. 5 for the October letting.

GNH:sch

cc: F. B. Klaboe
E. S. Hunter
C. O. Fredrickson
Glen Green, FHWA

/ Versteeg ✓
Olson
Copy Christensen
Scott
Copy Swenson
Savage
Trout

jh

RECEIVED
SEP 07 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 321-1964

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 3, 1976

PROJECT MANAGEMENT
SEP - 3 '76
REFER TO
FOR
See me
Letter
File
Action
R-D
Investigate
Info

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT:

TO: Memo to the file

On September 1, 1976, Don Harwell, County-City Engineer, and I met with Don Davis, Newport City Manager, and discussed the five alternates proposed by J. H. Versteeg, Road Design Engineer. (See attachment)

After discussing the alternates, Mr. Davis expressed a preference for alternate five, with four and three following in order. Mr. Davis wishes to proceed with a bid letting in October, using alternate 5, with construction of the project scheduled to begin in April or May, 1977, and to be completed by June 30, 1977.

If a satisfactory bid is not received, Mr. Davis proposes rescheduling the bidding using alternate four.

By phone conversation this a.m., September 2, Mr. Davis expressed the preference of proceeding with the match ratio of 86% Federal Aid, 7% State, and 7% Local.

lea

v

FAUS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 31, 1976

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: SW Lee Street-SE Fogarty Street
FAU 6850
Lincoln County

TO: L. W. Rulien
Program Management Engineer

Attention: George Hopkins

RECEIVED
COUNTY & CITY SECTION
SEP - 5 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☒ RPE ☐

We have reviewed the Newport Project through several alternates. The Cost Unit has cooperated in reducing unit costs to the lowest reasonable level based on available information. The alternates are:

1. From SW Lee Street-SE Fogarty Street.
   A 44' curb section 2,000' long.
   Using minimum costs based on local conditions and the State's normal bid items and specifications, the estimated cost of this alternate is $126,800.

2. From SW Lee Street-SE Fogarty Street.
   A 44' curb section 2,000' long.
   Using minimum costs based on local conditions and the State's normal bid items and specifications, the estimated cost of this alternate is $126,800.

   In this proposal there will be no separate bid items for mobilization, temporary protection and direction of traffic, temporary signs, temporary barricades, flagmen, removal of structures, ditch excavation, pipe under pavement and asphalt approaches.

3. SW Lee Street-SE Fogarty Street.
   A full 44' curb section from SW Lee Street to Pine Street, a 34' section from Pine Street to SE Fogarty Street.
   Estimated to cost $109,700.

4. SW Lee Street-SE Eads Street.
   A 44' curb section 1,600' long.
   Estimated to cost $110,800.

5. SW Lee Street-SE Fogarty Section.
   A 44' section using City of Newport supplied prices and pay items.
   An identified cost of $98,400.

   In this proposal there will be no separate bid items for mobilization, temporary protection and direction of traffic, temporary signs, temporary barricades, flagmen, removal of structures, ditch excavation, pipe under pavement and asphalt approaches.

Prop #

Copies of the estimates are attached for your review. Please advise if you wish us to proceed with the design of one of the alternates.

JHV:jh cc: C. O. Fredrickson Lyle Watson
Phil Stearns

BASIS OF PAYMENT

1. Clearing and Grubbing - no separate payment, cost to be included in price bid for excavation.

2. General Excavation, Unclassified - per cubic yard, figured on truck measure.

3. Drainage Excavation, Unclassified - no separate payment, cost to be included in price bid for storm sewer pipe.

4. Truck Haul - no separate payment cost to be included in price bid for general excavation.

5. Preparation of Subgrade - no pay item for grading subgrade to lines, grades and cross-section established by the Engineer. Cost to be included in prices bid for excavation or rock base pay items.

6. Rolling Subgrade - per hour as directed by Engineer.

7. 1-1/2" - 0" Stone Base - per cubic yard, furnished, placed and compacted to required depth and grade.

8. 1" - 0" Leveling Course - per cubic yard, furnished, placed and compacted to required depth and grade.

9. Sprinkling - per 1,000 gallons, water will be furnished by city from hydrants; contractor to haul and apply on roadway as directed by engineer.

0. Class "C" Asphaltic-Concrete Surfacing - per ton furnished, spread, and compacted to required grade and cross-section. Weight shall be determined on platform scales furnished by contractor.

1. Manhole Adjustment - per each, adjusted to new street grade.

2. Concrete Curbs - per lineal foot, price shall include all labor, materials, and backfilling behind curbs to construct the curbs in the manner specified. Excavation will be paid for under General Excavation, Unclassified.

3. Concrete Catch Basins - per each, including all concrete work, grating and frame.

4. Furnishing and Installing Concrete Culvert Pipe - for drainage waters - per lineal foot, in place.

5. Final Cleaning Up - no separate pay item.

6. Public Safety and Provision for Traffic - no separate pay item.

7. Portland Cement Sidewalk Construction - per square foot 4 " in thickness, 5-sack concrete formed, furnished, placed and finished to required depth and grade. City forces will remove existing sidewalk to be rebuilt.

18. Portland Cement Driveway Construction - per square foot, 6" in thickness, 5-sack concrete formed, furnished, placed and finished to required depth and grade. City forces will remove existing driveway sections.

RECEIVED
COUNTY & CITY SECTION
SEP - 9 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Newport

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 31, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: FAU Project 6850
City of Newport

TO: MEMORANDUM TO THE FILES

Mr. Stearns August 26 Memo documented a meeting on the SW Lee Street-SE Fogarty Street (Newport) Section of Bay Blvd., FAU 6850. Mr. Don Davis, Newport City Manager, reviewed the State's estimate and bid items on the subject project and suggested the removal of some and reduction of others in quantity and price. My comments follow:

1. Too many driveways. There are 225 square yards of concrete driveways on the current project with an estimated cost of $3,150. With the concurrence of everyone involved, subject to any prior commitments, the concrete driveways can be eliminated if the City of Newport so desires. This would reduce the overall cost of the project by $3,150.

2. The city pays for drain pipe in place (no trench excavation). The Cost Analyst Section advises that cost for excavation and furnishing and placing sewer pipe is the same regardless of how the payment is made. By identifying and paying unit prices for trench excavation there is less of a gamble on the part of the bidders and the cost of the work should be less.

3. Catch basins. Cost of the city's design is $195. The State's estimate is $500 each. We are revising the contract plans to show the city's inlet design.

4. The city uses 6" of aggregate base. The plans call for 8" of aggregate base. The proposed reduction of aggregate base thickness represents 625 cubic yards with an estimated cost of $3,531. Considering the volume and type of traffic the thicker base would provide the longest service life and would not require an overlay as soon. A thinner aggregate base may be a reasonable alternate but would be subject to Region and FHWA approval for funding.

5. The city uses a 2 year flood for drain pipe design. The drainage plans have been revised so the flood design period has no effect on pipe sizes or costs. The State Highway Division uses a 10 year storm frequency in their storm sewer design.

REFERRED TO

____ Beard ____ ____ Reed ____
____ Cole ____ ____ Sample ____
____ Eriksen ____ ✓ Watson FW
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

6. The City of Newport does not have a bid item for mobilization. Payment for mobilization is a relatively new bid item for the Highway Division. Very recently the $200,000 minimum project limit for mobilization bid item was eliminated. At the urging of the contractors, the mobilization bid item is now provided on most projects. It is their contention that the basic cost for mobilization on a given project has to be recovered from the project regardless of what bid items are called for.

7. The City of Newport has no bid item for traffic control. We have had a lot of experience with traffic control and temporary signing. The price of failure (liability) in not providing adequate controls are very high. The best way we have found to protect the traveling public, to be fair to the bidders, to discharge our responsibility to the public and to limit State liability is to have bid items for traffic control. On small city projects with local contractors I am sure that the problems would be somewhat less but if the same level of service is provided, the traffic control should cost the same regardless of how it was paid for.

I would suggest that a unit of work, an hour of flagging, a cubic yard of concrete, a lineal foot of curb, will cost about the same on a city or state project. This is assuming that both are subject to the same controls such as hourly wage rates, sack of cement per cubic yard, square foot of signs, asphalt content, testing procedures and federal regulations covering EEO, minority subcontracting, training, certification, etc. If quality, quantity and controls are all evaluated using the same scale than the cost of the completed work will not vary greatly.

Five alternates with estimates have been prepared for Mr. George Hopkins of the Program Management Section for his consideration.

JHV:jh

Versteeg
Olson Doc
1 Christensen
Scott
2 Swenson
Savage
Trout

RECEIVED
SEP 0 1 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 26, 1976

FILE: 321-1964

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: Memo to the Files

SUBJECT:

Versteeg
Olson
Christiansen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 27 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

On August 13, 1976, I met with Mr. Don Davis, Newport City Manager, to discuss the SW Lee Street-SW Fogarty Street (Newport) Section of Bay Boulevard (FAU 6850).

The present estimate for construction is $156,000+. The City has funds for a project which would cost approximately $110,000. This includes FAU and matching funds.

The purpose of our meeting was to explore methods to reduce the cost of the project and keep it within the City's FAU allocation.

I presented Mr. Davis a copy of State's estimate which indicated a reduction to $126,419. The reduction was due to revision of drainage and reduced road width. I proposed a further reduction by City performing construction engineering and traffic control, both at City's cost. Mr. Davis response was City has no funds for costs over the FAU allocation. Mr. Davis reviewed the bid items, suggesting the removal of some and reduction of others in quantity and price. Examples are too many driveways, City pays for drain pipe in place, (no trench excavation) catch basins cost City $195, our estimate $500. City uses 6" of aggregate for base design and two year flood for drain pipe design. City has no bid item for mobilization or traffic control. These costs are included in other items.

Mr. Davis gave me a copy of Newport's standard catch basin design and a copy of recent bid item costs for a street improvement project which included a sheet outlining basis of payment. He requested the Highway Division review our estimate with the thought of reducing the base aggregate to 6" in depth, reduce drain item quantities and review our specifications regarding design, review the driveways and try to reduce the number, use Newport's design for catch basins and their bid price, and in general, review our standards and specifications and downscope where possible.

I advised Mr. Davis we were working against a deadline, the project is scheduled for letting in September. He stated a preference to hold the project for letting in March or April, 1977.

I agreed to present his case to our Design Section and return with a proposal.

POS/elf

844

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
August 26, 1976

FILE:

NOTED
H. S. COULTER

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Arthur R. Johnson's Letter
FAU Project
City of Newport

TO: H. S. Coulter
State Highway Engineer

According to Mr. Johnson, Bend City Manager, the city manager of Newport was quoted as saying that the FAU Project in Newport will cost twice as much as a contiguous city project. The FAU Project in the City of Newport is the SW Lee Street-SE Fogarty Section of Bay Blvd. This is planned as a 44' wide curb section and is 1,900' long. The estimated cost of the FAU Project would be $82,780 using the City of Newport's prices and procedures.

The City of Newport's contiguous street project is 1,700' long, varies from 40' to 42' in width and did cost $63,000.

8418 The FAU Project is longer, wider, involves a greater quantity of work and costs $19,000 more based on comparitive estimates.

In conclusion the FAU Project is larger and costs more. The final determination of how much more will come at the time of the bid openings.

JHV:jh

RECEIVED
STATE HWY ENGR
AUG 26 '76
REFER TO

FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 26, 1976

FROM: J. H. Versteeg
Road Design Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Arthur R. Johnson's Letter
Lafayette-Newport (Wall St.) Sec.
FAUS 3317
City of Bend

This is in reference to Arthur R. Johnson's, City Manager of Bend, letter of August 13, 1976, which stated "We encountered our prime opposition and delays with the Design Division of the State Highway Division".

As near as I can determine **no** one in Preliminary Design or in Final Design had any contact with Mr. Johnson or any involvement in the development of the plans for the Newport-Greenwood Project.

At the request of Program Management Mr. Swenson did review the project specifications to determine if they conformed to current contracting practices.

I was disappointed that the Design Section was identified as being a prime opposition to the project when in reality we were not involved.

JHV:jh
cc: F. B. Klaboe
Carl Williams

August 18, 1976

Copy Klaboe
8-20

Mr. Arthur R. Johnson
City Manager
City of Bend
P. O. Box 431
Bend, Oregon 97701

Dear Art:

Thank you very much for your letter of August 13, 1976. I am delighted that the Newport-Greenwood realignment project is finally getting underway.

I am glad that you are planning to document the entire project; such documentation will be helpful not only to the City of Bend but to the State of Oregon and other cities in similar situations.

Thanks for writing.

Sincerely,

Mike
Michael P. Hollern
President

MPH/pb

RECEIVED
STATE HWY ENGR
AUG 24 '76
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

[illegible]

NOTED
F. B. KLABOE

bcc: Robert A. Burco

Dear Bob:

Thought you'd be interested in Art Johnson's letter. Please let me know if you'd like me to respond differently or follow through in any more detail.

Mike Mike

8-23

do you want to respond?
I think you should. Fr

RECEIVED
DOT OPERATIONS
AUG 20 '76
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
AUG 19 1976
OFFICE
DIRECTOR of TRANSPORTATION

Post Office Box 1111 Bend, Oregon 97701 Phone: (503) 382-2511

1905
CITY of BEND P.O. BOX 431 • BEND, OREGON 97701 • (503) 382-4211

August 13, 1976

Mr. Michael P. Hollern, President
Brooks-Scanlon Inc.
S. E. Wilson
Bend, OR 97701

Dear Mike:

At last I believe there is a light at the end of the tunnel and we should see the realignment project of Newport-Greenwood completed this fall.

I am enclosing a copy of the bids we received and you will note they are attractive bids and the total project will be below estimate. I am confident it would not have been under estimate if we had used the standard State Highway procedure. As an example, the City Manager of Newport told me the FAU project along the sea wall cost twice as much as a contiguous project that was constructed under City of Newport procedures.

We are planning to document the project as a case history to indicate what we went through to get to this point. The local resident engineer, the regional staff and most of the hiearchy of the State Highway Division, including Fred Klaboe, were extremely cooperative. The same spirit of cooperation was exhibited by the Federal Highway Administration, but we encountered our prime opposition and delay with the Design Division of the State Highway Division. They nit picked us to death, because we were trying to do something different than their archaic procedures. There is no question in my mind that with a reduction of work in the department, the Civil servants want to cycle and recycle every project. As we were designing it, we were taking work away from them and we paid pennance for it. Our regional staff was upset with the design staff in Salem, and let them know in no uncertain terms.

I like to think we broke some ground that will in the end, result in making it easier for other cities and stretch the Federal Arterial Urban funds further. As a member of the Transportation Commission, I thought you would be interested and if you would like any additional information, just let me know.

Sincerely,

Art

Arthur R. Johnson
City Manager

ARJ:at

Encl.

Adjourned Meeting
Bend City Commission
August 6, 1976

An adjourned meeting of the Bend City Commission was held at 5:30 p.m., August 6, 1976 in the City Hall with Mayor Stenkamp presiding. Upon roll call the following Commissioners were present: Dick Carlson, Clay Shepard, Chet MacMillan and John Stenkamp.

City Manager Art Johnson discussed the bids that had been opened at 11:00 a.m. for construction of the Newport-Greenwood FAUS 3317 project. He stated alternatives had been included in the bid specifications to submit a combined bid (excavatio concrete, paving, and landscaping) or to submit individual bids on any portion of th work. The following bid analysis summation was then read by the City Manager:

Combined Bid (Excavation, Concrete, Paving & Landscaping)

R. A. Hatch Co.	$114,846.70	(+48.1%)
Engineer's Estimate	77,539.50	

Recommend against the award of a combined contract.

Excavation Bid

R. L. Coats	$ 21,308.00	(-7.1%)
Jack Robinson & Sons	29,754.00	(+29.8%)
Engineer's Estimate	22,931.50	

Recommend an excavation contract be awarded to the low bidder, R. L. Coats subject to State and FHWA approval.

Concrete Bid

Jack Waterfield Construction	$ 16,410.28	(-9.5%)
Bob Wilson Curb Cont.	19,464.34	(+7.3%)
Douglas S. Coats Const.	22,303.10	(+22.9%)
Engineer's Estimate	18,142.50	

Recommend a concrete contract be awarded to Jack Waterfield Construction subject to State and FHWA approval.

Paving Bid

R. L. Coats	$ 25,776.50	(-15.7%)
Central Oregon Pavers	40,449.00	(+32.3%)
Bend Aggregate & Paving	42,100.00	(+37.7%)
Engineer's Estimate	30,580.00	

Recommend a paving contract be awarded to R. L. Coats subject to approval of the State and FHWA.

Landscaping Bid

Alpine-Land Inc.	$ 6,206.00	(+5.4%)
Madras Landscaping	9,050.00	(+53.8%)
Engineer's Estimate	5,885.50	

Recommend a landscaping contract be awarded to Alpine-Land Inc. subject to approval of the State and FHWA.

The City Manager pointed out that by taking the individual low bidders, the tota cost for excavation, concrete, paving and landscaping will be $69,700.78 as compared to $114,846.70 for the combined bid.

Bids were also received for installation of the traffic signal. The hardware [illegible]

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The City Manager pointed out that by taking the individual low bidders, the tot cost for excavation, concrete, paving and landscaping will be $69,700.78 as compared to $114,846.70 for the combined bid.

Bids were also received for installation of the traffic signal. The hardware itself, which totals $20,000, has been taken out of the State Highway Division's sto and is currently stored in the First Street Shop area. The bid for traffic signal installation is as follows:

TRAFFIC SIGNAL

Hamilton Electric	$ 14,532.00	(+32.1%)
Engineer's Estimate	11,000.00	

Recommend a Traffic Signal contract be awarded to Hamilton Electric subject to State and FHWA approval.

BEN GIFFORD

721

Section S.W. Lee St - S.E. Fogarty St (Newport) Programming Estimate $ 157,000

Highway FAU 6850 (Bay Blvd.) Project Length 0.35 mile

County Lincoln Completion Time [illegible]

[illegible] May 77

Kind of Work Grading and Paving

Prefix 321-1964- FA Project No. M-6850(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 130,435.00
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	x	
Permanent Pavement Striping	x	
Stage Construction Striping	600.00	
Temporary Erosion Control	x 1,000.00	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ 7,900.00
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Adjust Utilities		
City of Newport	6,000.00	
~~Misc. Permit Fees~~		
Monument Boxes on Centerline (State Force)	300.00	
		$ 138,335.00
Contingencies (4-1/2%)		6,225.08
Engineering (09 %)		12,450.15
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 157,010.23

8-11-76 126,000
By R. Design

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2
Date 30 July 76

Section S.W. Lee St. - S.E. Fogarty St. (Newport)
County Lincoln
Kind Of Work Grading and Paving
Length 0.35 mi.
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	7,400^{00}
2	Temporary Protection and Direction of Traffi		Lump Sum	All	Lump Sum	2,000^{00}
3	Temporary Signs		Sq. Ft.	150	6^{00}	900^{00}
4	Temporary Barricades		Each	2	100^{00}	200^{00}
5	Flagmen		Hour	250	16^{00}	4,000^{00}
	ROADWORK					
6	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	1000^{00}
7	General Excavation		Cu. Yd.	1725	5^{00}	8,625
8	Trench Excavation		Cu. Yd.	430	10^{00}	4,300^{00}
9	Aggregate Base		Ton	2500	6^{35}	15,875^{00}
10	Class "B" or Class "C" Asphalt Concrete		Ton	2260	19^{40}	43,844^{00}
11	8-inch Sewer Pipe		Lin. Ft.	268	7^{00}	1,876^{00}
12	12-inch Sewer Pipe		Lin. Ft.	772	10^{00}	7,720^{00}
13	18-inch Sewer Pipe		Lin. Ft.	56	17^{00}	952^{00}
14	24-inch Sewer Pipe		Lin. Ft.	116	23^{00}	2,668^{00}
15	Extra for Pipe Under Pavement		Lin. Ft.	160	10^{00}	1,600--
17	Concrete Inlets, Type CG-1		Each	14	500^{00}	7,000^{00}
18	Concrete Inlets, Type D		Each	1	450^{00}	450^{00}
19	Concrete Driveways		Sq. Yd.	225	14^{00}	3,150^{00}
20	Sidewalk Ramps		Each	2	150^{00}	300^{00}
	Extra for Pipe Through Seawall		Each	3	500^{00}	1,500^{00}

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2
Date 30 July 76

Section SW Lee St- SE Fogarty St (Newport)
County Lincoln
Kind Of Work Grading & Paving
Length 0.35 mi
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
21	Concrete Curbs		Lin. Ft.	3,850	3^{50}	$13,475^{00}$
22	Extra for Asphalt Approaches		Each	4	150^{00}	600^{00}
23	Adjusting Manholes		Each	5	150^{00}	750^{00}
24	Adjusting Inlets		Each	2	125^{00}	250^{00}
	TOTAL					$130,435^{00}$

8411

newport

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 321-1964

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 7, 1976

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

SUBJECT: SW Lee Street-SE Fogarty St. Section
Bay Boulevard (FAU 6850)
Newport Urban Area

Attached is a copy of a letter received from the City of Newport requesting a change in the typical section between Angle and Eads Streets from 40 feet to 44 feet.

In addition to revising the width in this section, in phone conversation Mr. Davis concurred with matching the existing section at Lee Street, which is also 44 feet, curb to curb.

Region Office recommends the typical section be revised to 44 feet from Lee Street to Eads Street. A taper section from 44 feet to 42 feet will be required east of Eads to match the section presently under construction.

POS/elf

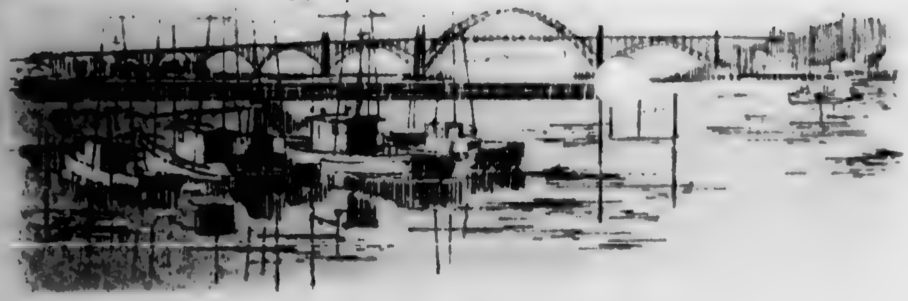
Attach.

REFERRED TO
Beard Reed
Cole Sample
Eriksen 1 Watson
Hager Wolfe
Return Discuss Do File Copy D...
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUN 07 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other



CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF THE CITY MANAGER

REGION 2 ENGINEER
RECEIVED
MAY 28 1976
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ UE ☐ GEO ☐ RSO ☐ RCC ☐ RFE

May 28, 1976

Phillip O. Stearns
Regional Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Since the Federal Aid Urban project on SE Bay Blvd has been delayed until a September bid letting, I would like to know if it would be possible to widen the pavement section between SW Angle Street and SE Eads Street from 40 feet to 44 feet to utilize more of the existing right-of-way?

We originally wished this to be narrowed up to 40 feet because we felt we would be allowed to fill in the bay beyond the existing seawall for off-street parking. We were successful in getting state approval, but the federal government absolutely will not give their permission. Therefore, there is no reason to narrow the paved area through this section of right-of-way.

Because of this change in plans, the city is negotiating to purchase a parcel of property on the east side of this section of road to be developed into an off-street parking lot.

The widening of this section would not involve any movement of utility poles or other underground utilities.

COMMERCIAL FISHING * SPORT FISHING * OCEAN BEACHES * TOURIST CENTER * MARINE SCIENCE CENTER * SEA PORT * LUMBER INDUSTRY

Our City Recorder has been on vacation, but will return June 1. At that time I will send back the preliminary approval of your plans and right-of-way certification after I have heard from you concerning the change in road way width.

I am working on the next program and will get it in by your deadline of June 15.

Sincerely,

CITY OF NEWPORT

Donald A. Davis
City Manager

DD:msd

Enclosure

8448

6-4-76

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Pipe Data
3,4	Plan & Profile

STATE OF O

STATE HIGHWA

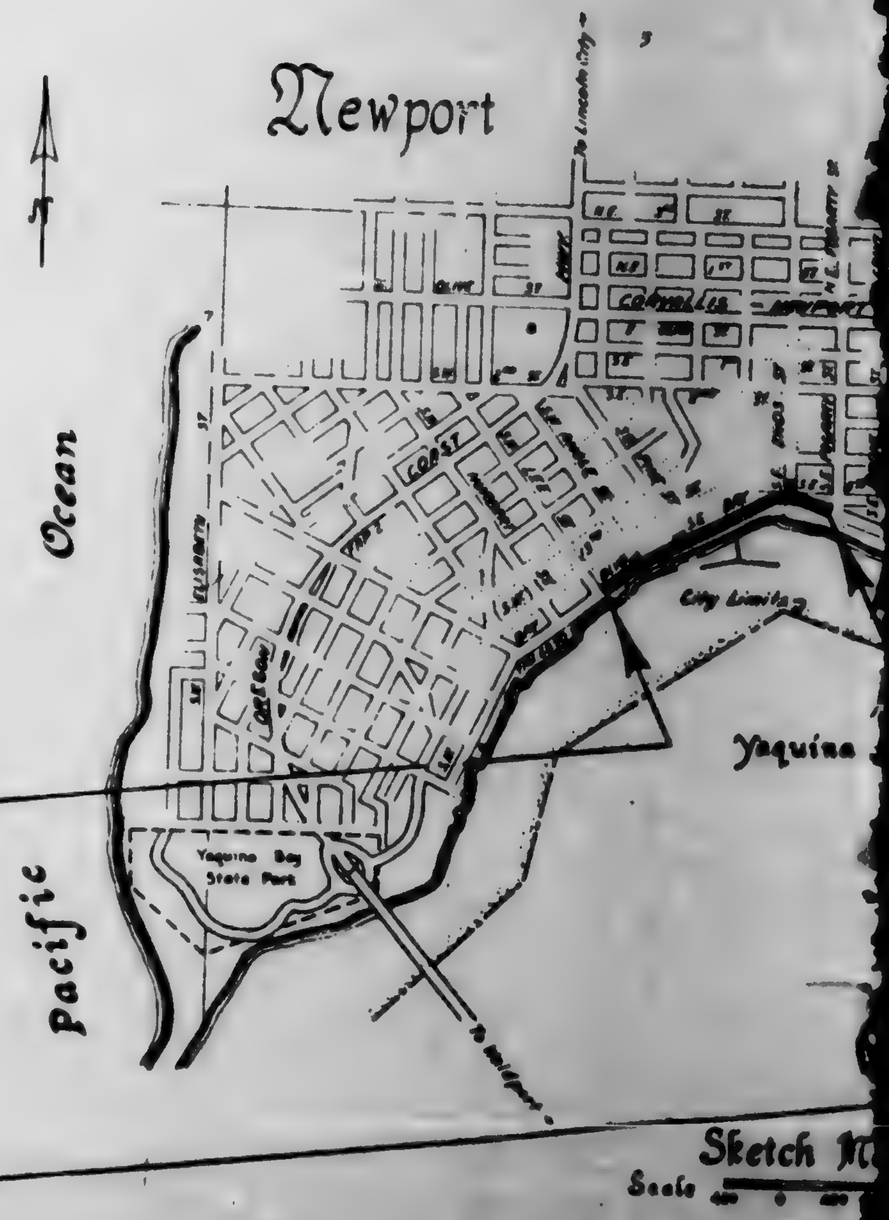
PLANS FOR PROPOSE

Temp. Protection &
Direction Of Traffic
To Be Written In Specs

S.W. LEE ST. ~ S.E. FOGART

FAUI 6850(BAY

LINCOLN COU


Newport
To Lincoln City
Ocean
Pacific
COAST
CORVALLIS
NEWPORT
ELIZABETH
City Limits
Yaquina
Yaquina Bay State Park
To Waldport
Sketch M
Scale

BEGINNING OF PROJECT
Sta. 10+00

END OF PROJECT
Sta. 28+50

S.W. LEE ST.
FA

FED ROAD Div No
10
OR

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

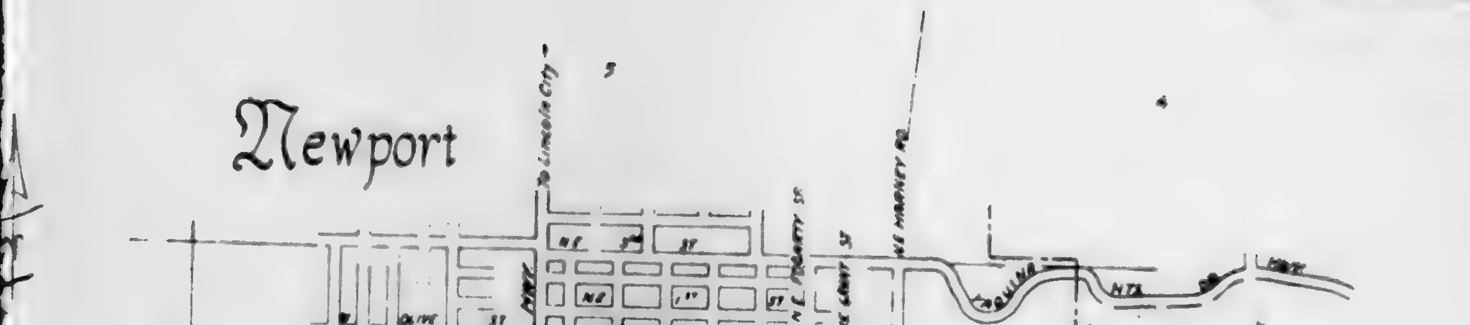
ST. ~ S.E. FOGARTY ST.(NEWPORT)SEC.

FAI 6850(BAY BLVD.)

LINCOLN COUNTY

Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coquille
Coos Bay
Gold Beach
Grants Pass
Medford
Ashland
Albany
Salem
Eugene
Goshen
Roseburg

PRELIMINARY COPY
MAY 1[illegible] 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT


Newport
Pacific Ocean
To Lincoln City
NE HARNEY RD
CORVALLIS - NEWPORT HWY
FAP 22
To Toledo
COAST
OREGON
ELIZABETH
BAY
BLVD
FAI 6850
City Limits
Yaquina Bay
Yaquina Bay State Park
To Waldport
YAQUINA VISTA DR
FAS 585
DRIVE
RD
McLean Point
T.11 S., R.11 W.

Sketch Map
Scale 400 0 400 800 Feet

APPROVED
CITY OF New
BY MAYOR
BY RECORDER
DATE 6-4-7

Fred

E. S.

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION

S.W. LEE ST.-S.E. FOGARTY ST. (NEWPORT) SEC. FAU 6850 (BAY BLVD) LINCOLN COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAUS

N

VISION

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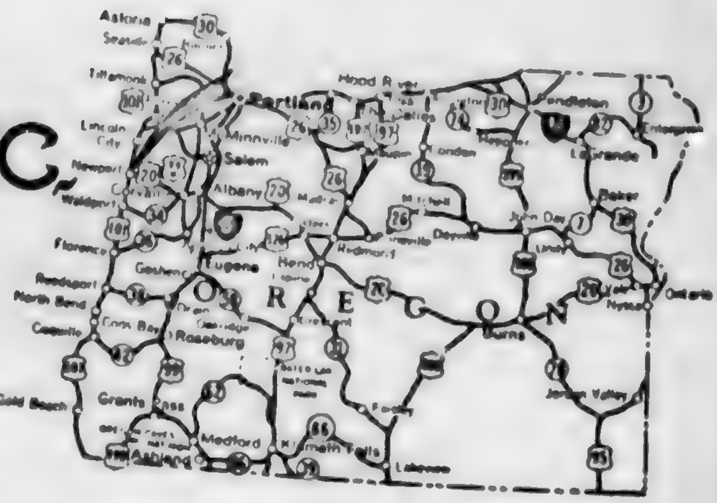
T.(NEWPORT) SEC.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Lincoln City
Newport
Corvallis
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Grants Pass
Medford
Ashland
Roseburg
Eugene
Albany
Salem
Minnville
Portland
Hood River
Pendleton
La Grande
Baker
John Day
Burns
Ontario
Nyssa
Jordan Valley
Klamath Falls
Lakeview
Bend
Redmond
OREGON

PRELIMINARY COPY
MAY 18 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED
CITY OF Newport as amend
BY MAYOR
BY RECORDER Patricia A Plunkett
DATE 6-4-76

To Toledo
DRIVE
VISTA
McLean Point

Fred B Kloboe ADMINISTRATOR AND HIGHWAY ENGINEER

E S Hunter DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

FAU 6850
Newport

OREGON STATE HIGHWAY DIV ON
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-6850(1)
Project Name Lee Street-Fogarty Street Section
Bay Boulevard, FAU 6850

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newport, Oregon, this 1 day of June, 1976

City of Newport

Mayor

Patricia A Plunkett
City Recorder

6-4-76
COPIES TO:
J.R. OAKES
D.E. SWAN
C.T. KEASEY
J. CHIDSEY

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ CPE ☒ CE ☐ RE ☐ RPE ☐

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Newport

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 321-1964

INTER-OFFICE CORRESPONDENCE
May 26, 1976
Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: Hal Versteeg
ROAD DESIGN ENGINEER

SUBJECT: Preliminary Plans and Traffic Review
SW Lee-SW Fogarty Unit
Bay Boulevard Section
Newport FAU 6850

You recently inquired of what special traffic control we should have in the plans and specifications. Resident Engineer H. H. Patterson's recommendation is contained in his attached May 21, 1976 review of the preliminary plans. He refers to his location "narrative report of survey."

This office would go further than Mr. Patterson in restricting the contractor's operations by including in the special provisions a stipulation that the shoulder can only be removed from one side of the existing travel way at a time and then for not over 600 feet at a time. This approximates one-third of the total length of the project.

It would be appreciated if you would forward the preliminary plans review to your Final Design Engineer, Duane O. Christensen. For this purpose, also attached is a set of preliminary plans that was sent out for review.

Mr. Patterson, by a further letter dated May 24, 1976, trasmits the Port of Newport Manager Fred H. Weakley's May 19, 1976 letter allowing use of the waste area that was described in the narrative report and Mr. Patterson's earlier February 10, 1976 letter.

GWW/dea
Attach.
cc: H. H. Patterson

REFERRED TO
_____ Beard _____ Reed _____
_____ Cole _____ Sample _____
_____ Erikson _____ ✓ Watson W
_____ Hager _____ Wolfe _____
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
_____ Olson _____
2 Christensen Don
_____ Scott _____
3 Swenson _____
_____ Savage _____
_____ Trout _____

RECEIVED
MAY 27 1976
ROAD DESIGN SECTION

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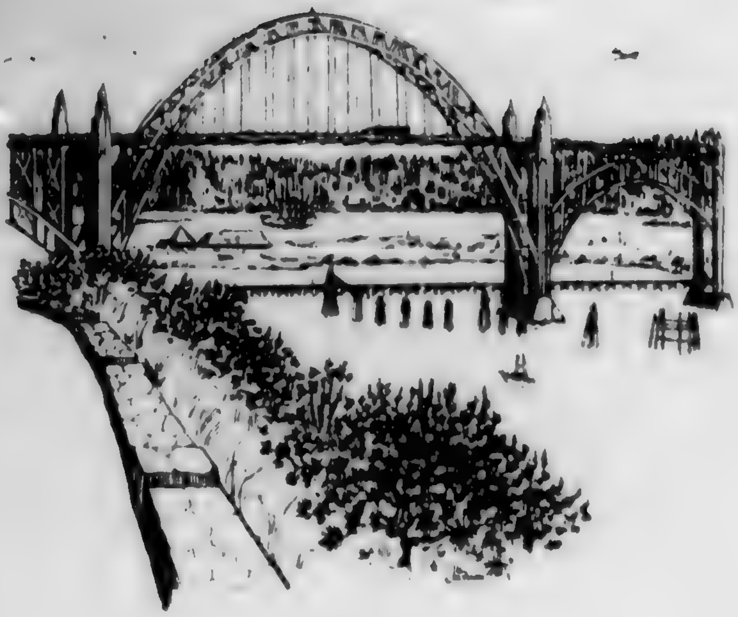

The Port of Newport

P. O. Box 921
Newport, Oregon
97365
(503) 265-7758

GENE BATEMAN
President

JULIUS JOHNSON
First Vice President

RICHARD D. CHRISTIANSEN
Second Vice President

DON C. SWIFT
Treasurer

MOHAVA "MO" NIEMI
Secretary

FRED H. WEAKLEY
Manager

BARBARA R. SCHWANTES
Office Manager

KURT LENGWENUS
Harbormaster

May 19, 1976

H. H. Patterson, Resident Engineer
351 NE 1st
Newport, Oregon 97365

Dear Mr. Patterson:

The Commissioners for the Port of Newport will allow the Contractor, improving Bay boulevard, to place the excess sand and dirt on the Port property at Dock 7. However, they do not want asphalt or rocks over two inches in diameter placed on the parking lot. The Contractor is to grade the spoils, as discussed by you and me, and gravel----thus, leaving the lot in a condition as it is today.

Sincerely,

Fred H. Weakley

Fred H. Weakley
Manager

RECEIVED
MAY 21 [illegible]
OFFICE
RESIDENT ENGINEER
NEWPORT, ORE.

321-1964

RECEIVED

RTE ROC RFE 9

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Newport 97365
21 May 76

SUBJECT: Preliminary Plans
S.W. Lee St. - S.W. Fogarty St.(Newport)
FAU 6850 (Bay Blvd)
Lincoln County

To: C. O. Fredrickson
Region Engineer
SALEM

Attention: Gerald Wimer

Returned herewith is the set of preliminary plans on the subject project. I have reviewed these in the field and have discussed them with three of the city people.

City policy is to require all finished driveways to have PC concrete within the right of way. For this project we should construct Type "A" Driveways (P. C. concrete) wherever one goes through an existing sidewalk, and all others should have only a curb drop and rock surfacing with surface finishing to be done at a later date by the property owner or by others. Thus the ~~the~~ driveways at stations 11+00, 11+55 and at 14+30 should be concrete rather than gravel, as shown.

The plans should show a 12-inch water line which has been placed by the city, extending from S.E. Eads St. to the westerly end of the job and beyond. This line is located approximately 12 feet from the power line on the south side of the street. It was shown on the location map as a proposed water line, but is now in place. The concrete slab which covers fuel tanks at station 21+15 has also been omitted from the plans. It is to remain in place and the grade line must accomodate it.

Traffic protection should function adequately as set forth in my Narrative Report of Survey. The location provided sign quantities for 48-inch signs, and these could easily be reduced to the 36-inch size without loss of effectiveness. The Special Provisions should merely require the contractor to maintain two-way traffic throughout the project except for brief stoppages as may be necessitated by equipment turning, etc., or one-way traffic controlled by flagmen when required. Two-way traffic should be required at all times when the contractor is not working. It is interesting to note that the section being built currently under a separate contract, and being adjacent to the east end of this job, is being constructed without benefit of any signs and with flagging only occasionally by workmen involved in the operations. Complaints have reportedly been minimal.

I find no further corrections to be made on the preliminary plans.

H. H. Patterson

H. H. Patterson
Resident Engineer

321-1964

RECEIVED
BP-23887-734

FORM E 30X 50M 7-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport 97365
10 Feb 76

SUBJECT: S.W. Bee St. - S. E. [illegible] Newport Sec.
Bay Blvd FAU 6850
Lincoln County

To: C.O. Fredrickson
Region Engineer
SALEM

Attention: J.E. Chaney
Region Locating Engineer

Submitted herewith is one roll showing the development plan for the Port of Newport parking area which is proposed for use as a disposal area on the subject project.

The area is currently used as dry storage(out of the water,but not covered) for several boats, most of which are under repair or maintenance. The only surfacing on the area is the gravel road shown along the top of the slope near the bay; this road provides access to a concrete launching ramp located near the easterly end of the property(about station 41+50). Some traffic uses the remainder of the area to return from the launching ramp to the street access near station 34, but follows no pattern except to avoid the boats in storage, which are generally arranged in rows.

I showed this plan to Mr. Fred Weakley, manager of the Port of Newport, and we feel that developing the area in a limited strip from the curb line would result in the most economical plan, requiring the least(if any) surfacing to make it usable and at the same time causing the least disruption to the on-going usage of the entire area.

In addition to the cross sections, quantities required to accompalish the development have been shown on the end of the roll. I explained to Mr. Weakley that these are approximate only, and the dimensions and slopes may vary from those shown. He approved the plan, but re-stated that the successful bidder should be required to work with and through him in planning the work.

The area between Port Dock 3 and Port Dock 5(station 13 t0 21+50), which was noted in my narrative report on the survey, will definitely NOT BE AVAILABLE if the project is built early in the year(1976), as federal agencies have refused to issue a permit for the work.

H. H. Patt

H.H. Patterson
Residnet Engineer

cc: Gerald Wimer ✓

8447 — Newport

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 26, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: S.W. Lee St.-S.E. Fogarty (Newport)
FAU 6850 (Bay Blvd.)
Lincoln County

TO: MEMO TO THE FILE

During the preparation of the contract plans we have made the following observations:

1. It is proposed that the project be stage constructed by working one side of the street at a time, constructing curbs first and surfacing to match. Region will furnish further comments in this area.
2. According to Patterson the underground utilities are deep enough to clear construction. Central Lincoln PUD will move poles. The city has recently installed a new water main, which will be located by Mr. Patterson.
3. One existing storm sewer outlet is being removed and enlarged. Two other outlets empty into the bay area. Outlets will be constructed through the seawall. Patterson is checking on wall and is to make a recommendation on installation of outlets. No permits are required at this time for discharging into the bay.
4. Type "C" curbs are to be used to enable varing curb exposure and to match existing walks. City contract at east end of this project has type "C" curbs constructed
5. Accesses to a cannery and a boat launching ramp will have to be maintained during construction. The fern plant access can be closed for a day or so. Private approaches and driveways will have to have access during construction. Some restrictions to parking on the street will be required during construction, particularly along Port Dock 5. Region should check this out.
6. There is no feasible way to detour traffic around the construction area.
7. Available city funds are used up. They are awaiting the next apportionment from FHWA. Project to be delayed until Sept. 23, 1976, or later according to Phil Stearns. Project should be constructed during the off-season, early fall or spring, prior to fishing and vacation seasons.

DOC:az
cc: C. O. Fredrickson
Phil Stearns
H. C. Johnson
H. H. Patterson

C. G. Swenson
L. K. Watson
L. W. Rulien

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 27 1976
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 6, 1976

FILE: 321-1964

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: SW Lee St.-SE Fogarty St. Sec.
Bay Boulevard (FAU 6850)
Newport Urban Area

TO: Memo to the File

I explained to Mr. Don Davis, City Manager, Newport, the funding problems encountered on subject project.

The present estimate is beyond the City's allocation, and if awarded at present scheduled letting date, would not have funds to obligate if bids were as high as estimate. If letting were scheduled for September, funds would be available for obligation.

Mr. Davis concurred with delaying letting date and added "probably couldn't begin construction before then due to tourist season."

PROJECT MANAGEMENT
MAY 27 '76
REFER TO
FOR
Info | Investigate | R.D. | Action | File | [illegible] | [illegible]

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

2418 faus

Salem, Oregon
March 9, 1976

for GEZ
Richard Unrein
Urban Engineer

FAUS Project Survey Data
Lee St.-Grant St. Section
Bay Boulevard
City of Newport

Mr. F. E. Terpin
Location Engineer
BUILDING

The subject survey data has been reviewed and discussed with Phil Stearns and Pat Patterson of Region 2. In an attempt to stay within the funding limitations of the City, it becomes necessary to shorten the proposed project. Station 28+50 should be the "End of Project".

GEZ:sch

Attachment

cc: Road Design
Region 2

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

321-1964

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Newport 97365
10 Feb 75

SUBJECT: S.W. Lee St. E. C. L. Newport Sec.
Bay Blvd FAU 6850
Lincoln County

To: C.O. Fredrickson
Region Engineer
SALEM

Attention: J.E. Chaney
Region Locating Engineer

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The area between Port Dock 3 and Port Dock 5(station 13 to 21+50), which was noted in my narrative report on the survey, will definitely NOT BE AVAILABLE if the project is built early in the year(1976), as federal agencies have refused to issue a permit for the work.

H. H. Patterson
H.H. Patterson
Residnet Engineer

cc: Gerald Wimer

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AF ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION S.W. Lee St.-ECL (Newport) UNIT OR PART Feb. 17, 1976 Sheet 1 of 1
HIGHWAY Bay Blvd. (City Street) PREFIX 321-1964 COUNTY Lincoln

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	111(a)	Temporary Protection & Direction of Traf.	Lump Sum	All		500
2	111(b)	Temporary Signs	Sq. Ft.	132	9.50	1,254
3	111(o)	Flagmen	Hour	250	15.50	3,875
4	202	Rem. of Structures & Obstructions	Lump Sum	All		750
5	203.06(d)	General Excavation	Cu. Yd.	2331	4.00	9,324
6	206	Trench Excavation	Cu. Yd.	392	10.00	3,920
7	224	Obliteration of Old Roadway	Sq. Yd.	100	0.75	75
8	304.12	1"-0 Aggregate Base	Ton	2,867	6.00	17,202
9	401.83	Class "C" Asphalt Concrete	Ton	2,587	16.50	42,686
10	407	Asphalt in Tack Coat	Ton	1	150.00	150
11	603	24-inch Culvert Pipe	Lin. Ft.	116	15.00	1,740
12	603.91(a)	18-inch Concrete Pipe	Lin. Ft.	56	13.00	728
13	603.91(a)	12-inch Concrete Pipe	Lin. Ft.	770	9.00	6,930
14	603.91(a)	8-inch Concrete Pipe	Lin. Ft.	160	7.00	1.120
15	604.91(c)	Concrete Inlets, Type G-1	Each	17	400.00	6,800
16	604.91(c)	Concrete Inlets, Type D	Each	1	400.00	400
17	608.91(b)	Concrete Driveways	Sq. Yd.	11	12.00	132
18	609.91(a)	Concrete Curbs(Type C)	Lin. Ft.	4,804	2.75	13,211
19	610.82(a)	Extra for Asphalt Approaches	Each	9	100.00	900
20	628.91(a)	Adjusting Manholes	Each	8	275.00	2,200
21	628.91(c)	Adjusting Inlets	Each	3	75.00	225
22	681.91	Roadside Seeding and Mulching	Acre	1	800.00	800
	Additional	Anticipated Items				
		Install Monument Boxes (SFO)		$300		300
		Temporary Pavement Striping (SFO)		$600		600
		Engineering and Contingencies 20%				23,164.40
		Total				138,986.40

NARRATIVE REPORT OF SURVEY

S.W. Lee St. - E. City Limits (Newport) Section
Bay Blvd., FAU 6850
Lincoln County
321-1964

This survey was undertaken at the request of the City Of Newport to prepare plans for construction of improved facilities under the FAU program. The westerly terminus is at station 10+00 which is in line with the easterly curb on S.W. Lee St., and the easterly terminus is at station 33+91, which is opposite the easterly right of way line of Grant St. The project was originally set up to extend to the easterly city limits, some 1,000 feet beyond the above-cited end of project, but was shortened at the request of the City when it became evident that some adjustment would be required beyond station 36, where the centerline approaches a high cutbank with a house at the top of the cut. The City plans to construct easterly from station 33+91, concurrent with our construction contract, with either their own forces or a seperate contract in order to avoid delays by acquisition of right of way, etc.

The area traversed is the Newport bay front and encompasses Port Docks No. 3,5 and 7, together with commercial businesses including a cannery, a cafe, boat launching and charter facilities and a fern plant. There are no parks, playgrounds, wildlife refuges, marked historical sites, nor archeological or paleontological sites affected by the project. Traffic is extremely heavy in the area in the summer, when sport fishing is at its peak. Use is light in the other seasons, but parking for the area of Port Dock 5 is used quite heavily in all seasons by commercial fishermen who use the docks.

Tangents of the L-line were established by splitting the right of way, as indicated by property corners, and inserting what were thought to be appropriate simple curves. City manager Don Davis, however, later indicated that he wanted to keep roadway construction as far away from the bay as possible. The first tangent of the L-2 line was then established by placing the curb in such a position as to permit the existing utility poles to remain in place (just outside the new curb), and making the roadway 40 feet between curbs. The City had originally requested 42 feet of width on this tangent, but Mr. Davis advised me verbally to use the narrower width.

The second tangent on the L-2 line, from Angle St. to Eads St., was established as far upland as possible by placing the curb in a position to allow a five foot walk to be placed (at a later date) abutting the R/W line, and locating the centerline 20 feet from the curb face, thus providing the 40-foot width originally requested for this tangent by the City.

The third tangent on the L-2 line, easterly from Eads St., coincides with the center of the right of way; the roadbed is 44 feet wide, curb to curb. As noted above, the project has been terminated at station 33+91 and the City will construct easterly from that point. There is no right of way to be aquired in connection with this project.

There were no alternate routes considered for this project; it is to be constructed on existing right of way, and is generally bounded by steep hills on the left and by Yaquina Bay on the right.

No slide conditions are in evidence on the project, nor are there any other unusual conditions. The City has advised us that the area on the right between port dock 3 (near station 13) and port dock 5 (near station 21+50) is to be filled in by the Port of Newport with dredging spoils from channel maintenance in the bay. At that time the City expects to remove the handrail portion of the existing seawall, together with the existing sidewalk in the area (they are already broken up and tilted in some locations), and later to construct a new five foot sidewalk adjacent to our curb and there will then be another curb placed adjacent to that sidewalk, and the remaining area (bayward) will be rocked and paved eventually for parking. The area to be filled by the Port of Newport may be used as a waste area for excess material excavated on the project, subject to arrangements to be made by the successful bidder. Mr. Fred Weakley, Manager for the Port of Newport, confirms the plan to fill the area and stated that they have the necessary permit from th Division of State Lands but that the permit from the Corps of Engineers is still pending. Another area that is available for filling is located on Port of Newport Property at port dock 7, just easterly from the easterly end of the job. Mr. Weakley advises that they have about three acres which could be raised about three feet, with no permits required. Again, arrangements would have to be made with the Port Manager by the successful bidder.

See letter of transmittal 19 Feb 76

Grades on the project have been dictated mainly by the necessity for drainage. Curbs are planned to accomodate the existing sidewalk on the left from the westerly end of the job to station 15+50. There is a concrete slab on the right near station 21 that is a cover over underground fuel storage tanks and must be matched. Doorways to the fern plant right of stations 24+75 and 25+25 are further control points that have to be met.

Overall length of the project is 2391 feet, or 0.45 mile, maximum grade is 2.0 % and maximum degree of curvature is 14 . The total cost is estimated at $134,800 136,215, or $297,676 301,060 per mile.

Notes regarding special provisions:

108.08 - Contract time. It is highly desirable that the work be completed before the tourist season begins in the summer. Due to the density of traffic and overcrowded parking conditions encountered in the sport fishing season it would benefit both the contractor and the public to have this work done in the off-season.

111 - Traffic protection, etc. The contractor will find it most convenient to work one side of the street at a time, placing the curbs first and constructing to meet them. Temporary sign quantities have been provided to allow for a "SLOW" , "CONSTRUCTION AHEAD", "FLAGMAN AHEAD" and "END OF CONSTRUCTION" in each direction. Signing of the project may be complicated by the concurrent performance of work on a seperate contract adjacent to easterly end of the job; signing on that project may abrogate the necessity for additional signs in connection with this project. Signing on the westerly end should be confined to within 750 feet of the project, to avoid extending beyond the Fall St. intersection. One "CONSTRUCTION AHEAD" sign should be located up the Fogarty St. hill. Some work may be accomplished without the use of flagmen, but the paving operation will require their use. This will be a minimum of three days work for three men. Other anticipated and incidental flagging which may be required result in the quantities shown.

201 - Clearing and Grubbing. There should be no seperate payment for this item because the amount of vegetative growth to be handled is negligable.

202 - Strutures and obsrtuctions. This comprises removal of a section of curb and/or sidewalk at station 10+00 on the left, to allow matching of new radius curb to that existing on Lee St., removal of the existing headwall on the left near station 13, some 25 feet of curb westerly from Fogarty St., and 8 existing catch inlets which will no longer be needed.

203 - General excavation. Standard specifications should cover this item adequately. Excess materials to become the property of the contractor, available waste areas have been discussed earlier in this report. Ditch excavation to be paid for at the rate bid for Trench excavation.

206 - Trench Excavation. Standard Specifications without modification are OK.

222 - Finishing Roadbed and Slopes. I recommend that no seperate payment be made for this item.

224 - Obliteration of Old Roadway. Standard Specifications are OK.

233 - Watering. I recommend that no seperate payment be made for this work.

304 - Aggregate Base. 1"-0 material is recommended to eliminate double staking and double finishing. Past experience with this plan has been good. Delete the compaction spec(304.34) and specify rolling to a non-yielding condition.

403 - Asphalt Concrete Pavement. Specify class B or class C mix. Delete automatic paver control requirement, etc., and specify rolling to continue until roller marks are no longer discernable. I recommend payment on the single unit basis (401.23)

407 - Asphalt Tack Coat. Approximately 1 ton is required, based on 0.04 gallon per square yard. I would expect to use RS-1 subject to conditions at the time. Standard Specifications should suffice.

603 - Culverts & Storm Sewers. Concrete pipe should be specified for the storm sewer, and the 24-inch culvert should be limited to either concrete pipe or asphalt-coated steel pipe due to the marine atmosphere.

604 - Inlets. Special grates will be required for safety of bicyclists. Specify commercial mix 6 - sack concrete.

609 - Concrete curbs, type C. Specify measurement and payment by the linear foot, and commercial 6 - sack mix concrete.

628 - Adjustment of Manholes & Inlets. Again, utilize the commercial 6 - sack concrete mix. Standard Specifications should otherwise suffice.

Funds in the amount of $ 300 should be provided in the Project Authorization for the placement of monument boxes at control points on the centerline. This would be done by State Forces and would serve as permanent monumentation for future surveys.

The base design calls for two inches of asphalt concrete over the existing pavement. It is anticipated that an additional two inches will be required for levelling to meet the new grade line which has been established to obtain drainage.

It is noted that the widths used in the field design vary slightly from those set forth in the Project Environmental Assessment. The location widths are those requested by the City.

8448

Page 1 faus Newport

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Lee St. - Grant St. (Newport) Bay Blvd.

Date January 13, 1976

Highway: FAUS 6850

Ten Year Traffic Coefficient 6.0

County: Lincoln

18 kip s.a. per day 9.1

Prefix: 321-1964

R value 10

Res. Engr: H.H. Patterson

Frost Penetration

CBE Total Requirement 19.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (F.A.)	3.0
4.0"	A.C. (I)	8.0
8.0"	A.B.	8.0
13.5"		19.0

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OREGON STATE HIGHWAY DIVISION
Location Section

Section: Lee St - Grant St. (Newport) Bay Blvd.

Highway: FAUS 6850

County: Lincoln

Prefix: 321-1964

Res. Engr: H.H. Patterson

Date January 13, 1976

Ten Year Traffic Coefficient 6.0

18 kip s.a. per day 9.1

R value 10

Frost Penetration

CBE Total Requirement 19.0"

STRUCTURAL SECTION
~~NEW WORK~~
EXISTING ROADWAY - WHERE UTILIZED 18' WIDTH

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (F.A.)	3.0
2.0"	A.C. (I)	4.0

Note: Overlay thickness based on deflection measurements. To restore the original crown and grade of the existing roadway, two inches extra allowance of asphaltic concrete will be required.

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County -City

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction No. 6-199

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-26-75

BY (Signature): L. W. Rulien's May 13, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 33 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
33	M-6850(1)	0.5	97,500	75,771	SW. Lee Street-SE. Grant St. (Newport) Section Lincoln County State of Oregon	Preliminary Engineering, Grade, drain, high type pavement

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REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering including utility adjustments and preparatory work subject to the establishment of a uniform standard width, preferably 44 feet.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		6-26-75	Original Signed By G. L. GREEN Division Engineer G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067

MONTHLY TRANSACTION NO. 6-199

DATE SUBMITTED TO W.O. JUN 26 1975

FORM PR-1 (REV. 4-61)

5-13-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., S.E. Bay Boulevard in Newport 21 65	**ADT**	PRESENT 2,550	FUTURE 4,100 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Dr., H.T. Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. B-2 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 6850 7	

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Lincoln				CODE 0 (14
	NAME OF URBAN AREA 17-31 Newport	ROUTE NO. U	FEDERAL-AID 6850 (32)	STATE City St. (36)	U.S. (37) - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 49	53		(54) (58)	(59) (66)	(67) (75)		
5	10			1	**PE**	3	City St., S.E. Bay Boulevard in Newport	0.5	12,500	9,714	1,355	1,431 (City
5					**ROW**							
5	30			3	**CONST** (CODE) 6201	3	"S.W. Lee Street-S.E. Grant St. (Newport) Section"	0.5	85,000	66,057	9,213	9,730 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.5	97,500	75,771	10,568	11,161
1	14	PROGRAM APPROVAL DATES			(19) (23)	(24) (33)	REMARKS	

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JUN 26 1975

FHWA OREGON DIVISION

-over-

6-199
JN 26 1975

FORM PR-1 (REV. 4-61)

5-13-75

Budget Bureau No. 41-R2067; Approva Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

ION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
.E. Bay Boulevard in Newport	ADT	2,550	4,100	95	10	Oregon	41	W32	33

writer	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
		▨	▨	▨	▨	B-2		M-	6850	(1)	

Urban System

Newport

COUNTY NAME: Lincoln CODE 041

ROUTE NO. U FEDERAL-AID 6850 STATE City St. U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
3	City St., S.E. Bay Boulevard in Newport	0.5	12,500	9,714	1,355	1,431 (City)	P.E. all phases; Gr., Dr., H.T. pave for variable 40' to 44' curbed street with parking.
3	"S.W. Lee Street-S.E. Grant St. (Newport) Section"	0.5	85,000	66,057	9,213	9,730 (City)	Utility adjustments required incl. prep work. ROW-60' normal; Access Control-partial; Parking Restrictions-none.
	PROJECT TOTALS	0.5	97,500	75,771	10,568	11,161	

RECEIVED
COUNTY & CITY SECTION
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REMARKS

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USCOMM DUSCOMM-DC 48905-P61

S.W. LEE ST.-S.E. GRANT ST. (NEWPORT) SECTION

PROJECT NO. M-6850(1)

Existing Facility: 20-foot bituminous surface with 0 to 3-foot gravel shoulders.

Adjacent Sections:

W. End - - - 22-foot bituminous surface with 9-foot gravel shoulders.
E. End - - - 20-foot bituminous surface with 3-foot gravel shoulders.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Grade, drain, H.T. pavement and curbs to provide a street section, 42 feet wide from Lee Street to Angle Street, 40 feet wide from Angle Street to Eads Street and 44 feet wide from Eads Street to Grant Street for two travel lanes with variable 8-foot to 10-foot parking lanes on each side.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved. Note: Urban System approved by FHWA January 8, 1975.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under the provisions of para. 6c.
(b) Location/design - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and
house A-95 reviews under working agreements dat
August 7, 1970, respectively.

FHPM 7-7-2 Requirements: Project assessment cl
submitted under separate action.

Urban Transportation Planning (PPM 50-9): Not
project will not result in an alteration of lan
patterns that would require a significant chang
or underway.

Data for PR-37:

Preliminary Engineering - - - - - - - Fie
PS &

Type Code 6201 - - - $85,000

Note: This project is in Congressional Distric

S.W. LEE ST.-S.E. GRANT ST. (NEWPORT) SECTION

PROJECT NO. M-6850(1)

bituminous surface with 0 to 3-foot gravel

ituminous surface with 9-foot gravel
s.

ituminous surface with 3-foot gravel
s.

his project consists of the following:

liminary engineering.

T. pavement and curbs to provide a street
wide from Lee Street to Angle Street,
m Angle Street to Eads Street and 44 feet
treet to Grant Street for two travel lanes
foot to 10-foot parking lanes on each side.

ailroads, Water Development, Historical and
nvolved. Note: Urban System approved by

None required.

- - - None required under the provisions of para. 6c.
- - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and District 4 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and August 7, 1970, respectively.

FHPM 7-7-2 Requirements: Project assessment classification will be submitted under separate action.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Data for PR-37:

Preliminary Engineering - - - - - - -	Field Work	$9,500
	PS & E Prep.	3,000

Type Code 6201 - - - $85,000

Note: This project is in Congressional District No. 1.

8448

FAU

CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

37-1467

OFFICE OF THE CITY MANAGER

000

June 3, 1975

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
205 E. Salem Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

The City of Newport requested the various widths of pavement on the FAU Project for SE Bay Blvd for the following reasons.

On the tangent of Bay Blvd that runs from SW Fall to SW Angle Street the existing street is 42 feet in width between the curbs. At SW Angle Street there is a turn in the right-of-way and we were proposing a 40 foot width on the next tangent to SE Eads Street. This is needed to accomodate a projected off-street parking lot that will require a fill in the bay. To minimize the amount of fill required, we are holding the street width down to a minimum of 40 feet and allowing 5 foot sidewalks against the curb on either side. The next tangent commencing at SE Eads will run to SE Grant, which is the end of the project, we were proposing 44 feet, as this is adjacent to Port Dock 7 and has several trucks and trailers that utilize this section of Bay Blvd. However, I would be willing to settle for 42 feet on this tangent, if you feel three different widths are not an acceptable design.

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COMMERCIAL FISHING * SPORT FISHING * OCEAN BEACHES * TOURIST CENTER * MARINE SCIENCE CENTER * SEA PORT * LUMBER INDUSTRY

I would like to point out, however, that because of the width change occurring at a change in direction it would not be apparent to the motorists that there has been any change in the street width.

Sincerely,

CITY OF NEWPORT

Donald A. Davis

Donald A. Davis
City Manager

DD:msd

Jan
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

PRO 6-2

May 13, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-6850(1)

We are submitting program data for one Urban System Project, Item No. 33, Project No. M-6850(1), "S.W. Lee St.-S.E. Grant St. (Newport) Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to prepare PS & E documents.

Enclosed is a copy of the City of Newport's "Federal-aid Urban System Project Request", dated May 1, 1975.

Encl.

CL:js

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Budget Bureau No. 41-R2067; A

U.S. DE

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO D. O.	

FORM PR-1
(REV. 4-61)

5-13-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 … 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
	1	City St., S.E. Bay Boulevard in Newport		2,550	4,100	95	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 … 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 … 23	PROJECT NUMBER NUMBER 7
	P.E., Gr., Dr., H.T. Pave								M-	6850

CARD			
CLASS OF FEDERAL FUNDS	Urban System	COUNTY NAME	Lincoln
		CODE (14)	041
NAME OF URBAN AREA 17-31	Newport	ROUTE NO.	U
		FEDERAL-AID (32)	6850
		STATE (36)	City St.
		U.S. (37)	- -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City St., S.E. Bay Boulevard in Newport	0.5	12,500	9,714	1,355	1,431 (City)
5					**ROW**							
5					**CONST** (CODE) 6201		"S.W. Lee Street-S.E. Grant St. (Newport) Section"	0.5	85,000	66,057	9,213	9,730 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.5	97,500	75,771	10,568	11,161
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)	REMARKS	

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☑ OPE ☐ CE ☐ RE ☐ OPE ☐

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Budget Bureau No. 41-R2067; Approva Expires February 28, 1966

FORM PR-1
(REV. 4-61)

5-13-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t., S.E. Bay Boulevard in Newport		2,550	4,100	95	10	Oregon	41	W32	33

(35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
Pave		▨	▨	▨	▨			M-	6850	(1)		

Urban System	COUNTY NAME Lincoln	CODE 041	PROGRAM STAGE
Newport	ROUTE NO. U / FEDERAL-AID 6850 / STATE City St. / U.S. - -		☐ 1 OR ☒ 2

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		City St., S.E. Bay Boulevard in Newport	0.5	12,500	9,714	1,355	1,431 (City)	P.E. all phases; Gr., Dr., H.T. pave for variable 40' to 44' curbed street with parking.
W								
ST		"S.W. Lee Street-S.E. Grant St. (Newport) Section"	0.5	85,000	66,057	9,213	9,730 (City)	Utility adjustments required incl. prep work. ROW-60' normal; Access Control-partial; Parking Restrictions-none.
		PROJECT TOTALS	0.5	97,500	75,771	10,568	11,161	

ESTIMATED PROJECT COST BY PHASES

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☑ UPE ☐ CE ☐ RE ☐ OPE ☐

DATES

REMARKS

-over-

USCOMM BUSCOMM-DC 48905-P61

S.W. LEE ST.-S.E. GRANT ST. (NEWPORT) SECTION

PROJECT NO. M-6850(1)

Existing Facility: 20-foot bituminous surface with 0 to 3-foot gravel shoulders.

Adjacent Sections:

W. End - - - 22-foot bituminous surface with 9-foot gravel shoulders.
E. End - - - 20-foot bituminous surface with 3-foot gravel shoulders.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Grade, drain, H.T. pavement and curbs to provide a street section, 42 feet wide from Lee Street to Angle Street, 40 feet wide from Angle Street to Eads Street and 44 feet wide from Eads Street to Grant Street for two travel lanes with variable 8-foot to 10-foot parking lanes on each side.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved. Note: Urban System approved by FHWA January 8, 1975.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under the provisions of para. 6c.
(b) Location/design - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State an
house A-95 reviews under working agreements da
August 7, 1970, respectively.

FHPM 7-7-2 Requirements: Project assessment c
submitted under separate action.

Urban Transportation Planning (PPM 50-9): Not
project will not result in an alteration of lan
patterns that would require a significant chang
or underway.

Data for PR-37:

Preliminary Engineering - - - - - - - Fi
PS

Type Code 6201 - - - $85,000

Note: This project is in Congressional Distric

S.W. LEE ST.-S.E. GRANT ST. (NEWPORT) SECTION

PROJECT NO. M-6850(1)

20-foot bituminous surface with 0 to 3-foot gravel

2-foot bituminous surface with 9-foot gravel
houlders.
0-foot bituminous surface with 3-foot gravel
houlders.

under this project consists of the following:

of preliminary engineering.

ain, H.T. pavement and curbs to provide a street
42 feet wide from Lee Street to Angle Street,
ide from Angle Street to Eads Street and 44 feet
Eads Street to Grant Street for two travel lanes
able 8-foot to 10-foot parking lanes on each side.

orts, Railroads, Water Development, Historical and
None involved. Note: Urban System approved by
5.

-Way: None required.

ents:

arings - - - None required under the provisions of
para. 6c.
design - - - Not a factor in the development of
this project.

IM 50-1-70 Requirements: Exempt from State and District 4 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and August 7, 1970, respectively.

FHPM 7-7-2 Requirements: Project assessment classification will be submitted under separate action.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Data for PR-37:

Preliminary Engineering - - - - - - -	Field Work	$9,500
	PS & E Prep.	3,000

Type Code 6201 - - - $85,000

Note: This project is in Congressional District No. 1.

Rev. 5/28/74

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date May 1, 1975

Applicant Agency CITY OF NEWPORT OREGON

Federal Aid System Route No. FAU 6850 Route Name SC BAY BLVD.

Project Name Lee St - GRANT ST.

Project Length 2400 Feet Project Location (Attached sketch map)

Project Description Replace two lane, Oil & Asphalt Road with gravel shoulders, with Curbed Asphalt paved street at 40, 42' & 44' widths.

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☐ ENGR. ☐ [illegible] ☐ OPE ☐ CE ☒ RE ☐ [illegible] ☐ AE ☐ UE ☐

Average Daily Traffic 4800 July 1970 Design Speed 25

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 20 Travel Lanes 2 Shoulders Gravel

Medians None Parking Yes

Sidewalks No

Other

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 40, 42, 44 Travel Lanes 2 Shoulders 8'

Medians No Parking Yes

Curbed Yes Length Curb Radii 10'

Sidewalk/Bikeway No

Other

FOOTNOTES:

Description of Proposed Roadway Work Construct Curbs, Catch Basins, Storm Sewers, Excavate to Subgrade, Place Gravel Base, Lay 3" A.C. Surfacing 42' wide Lee to Angle; 40' wide Angle to Eads; 44' wide Eads to Grant

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?

4. Will applicant acquire right-of-way and have State review negotiations? Yes ___ No X

5. Should State negotiate and acquire right-of-way in behalf of applicant? No

6. Should State prepare options? Yes ___ No X

7. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? No If so, explain
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By City

4. Permanent Striping:

Include in project or by applicant? By City

IV. ILLUMINATION DATA

1. Present Illumination and Location: Normal 21,000 M.V. Street Lights

2. Proposed Illumination:

Location No Change
Type

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? None Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections None

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 85,000
Right-of-Way Costs (If participating)	0
Traffic Control	0
Illumination	0
Structures	0
Railroad	0
Other	0
Preliminary Engineering	12,500
PROJECT TOTAL	$ 97,500

FOOTNOTES: City will Provide differance between this Cost and FAU Monies allocated to Newport From Urban Renewal Funds

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Newport

By Donald A. Davis

By

Lincoln County

By

By Albert R. Strand

By Andy Zedwick

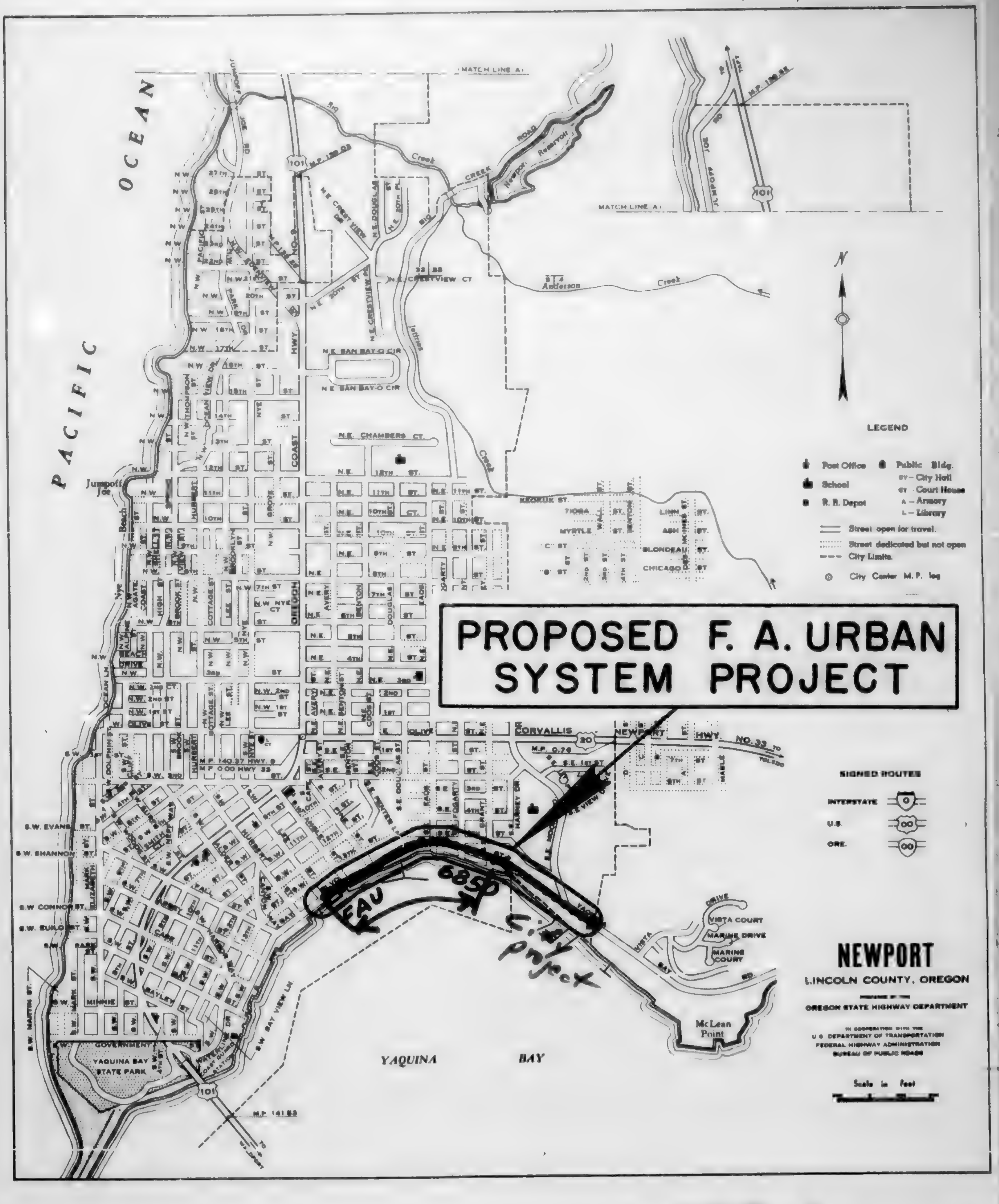

PROPOSED F. A. URBAN SYSTEM PROJECT
FAU
6850
City Project
NEWPORT
LINCOLN COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Scale in Feet
LEGEND
Post Office
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open
City Limits.
City Center M. P. log
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
N
PACIFIC
OCEAN
YAQUINA BAY
YAQUINA BAY STATE PARK
GOVERNMENT
McLean Point
MATCH LINE A
Big Creek
Newport Reservoir
Anderson Creek
Jumpoff Joe
JUMPOFF JOE RD
M.P. 139.95
M.P. 139.05
M.P. 140.37 HWY. 9
M.P. 0.00 HWY 33
M.P. 0.79
M.P. 141.83
COAST HWY. NO. 9
CORVALLIS NEWPORT HWY. NO. 33
TO TOLEDO
TO WALDPORT
N.E. CRESTVIEW CT
N.E. SAN BAY-O CIR
N.E. CHAMBERS CT.
KEOKUK ST.
TIOGA
MYRTLE
WALL
BENTON
LINN
ASH
BLONDEAU
CHICAGO
VISTA COURT
MARINE DRIVE
MARINE COURT
BAY VIEW
OLIVE
S.W. EVANS ST.
S.W. SHANNON ST.
S.W. CONNOR ST.
S.W. EUILO ST.
S.W. MARTIN ST.
MINNIE ST.
BAYLEY
S.W. BAY VIEW LN.
OCEAN VIEW DR
THOMPSON
HURBERT
COTTAGE ST.
BROOKLYN
DOUGLAS
OREGON
NYE
DOLPHIN ST.
101
20

EXHIBIT A

fau

SALEM
April 2, 1975

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Richard Unrein
Urban Engineer
County & City Unit

Urban System Project Programing Request

CITY: Newport   SECTION: SW. Lee Street-East City Limits
Bay Boulevard, FAU 6850
0.70 mile

PROPOSED WORK: State will perform preliminary engineering necessary to prepare project for contracting.

COSTS:	TOTAL	FEDERAL	STATE	CITY
*P.E.	$ 13,000	$ 10,140	$ 1,430	$ 1,430
R/W	--	--	--	--
Const.	127,000	67,860	9,570	49,570
TOTAL	$140,000	$ 73,000	$ 11,000	$ 51,000(1)

(1) City share includes $40,000 of additional City funds.

*Field $10,000   P.S.&E. $3,000

EXISTING FACILITIES: 20-foot pavement with gravel shoulders, two lanes.

PROPOSED PROJECT: Provide a paved street section with curbs, 42' wide, from Lee Street to Angle Street, 48' wide from Angle Street to Eads Street, and 44' wide from Eads Street to the east city limits. Provide a flashing beacon at the intersection of Bay Boulevard and Moore Road.

PROJECT NO.: M-6850(-)   ADDITIONAL R/W: None
SYSTEM ACTION: None required. Urban System approved 1/8/75.
RAILROADS: None   AIRPORTS: None   WATER DEVELOPMENTS: None
HISTORIC AND RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: Not required
ROUTE DATA: FAU 6850
STATE CLEARINGHOUSE APPROVAL: Exempt per 4/28/70 Working Agreement
DISTRICT 4 CLEARINGHOUSE APPROVAL: Exempt per 8/7/70 Working Agreement
HEARING: Not required
ACCESS CONTROL: Limited to location by City Ordinance
PARKING RESTRICTIONS: None
ADT: Present (1975)---2,550
Future (1995)---4,100

* See attached project request.

GEZ:mm
Att.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ PPE ☐

Form E-35 (Rev 9-71)

fau

OREGON STATE HIGHWAY DIVISIO.

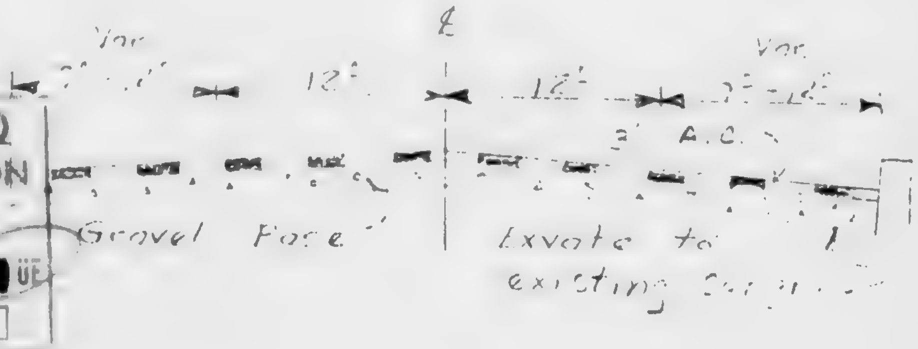
AUTHORITY FOR SURVEY

Section S.W. Lee St. - ~~E. City Limits~~ Grant St (Newport)
Date 3/17 19 75

Highway Bay Boulevard, FAU 6850
Authorization No: 1

County Lincoln County
Survey Prefix 321-1964 (Assigned by Salem office)

Description of termini, route, length, etc.: The Westerly terminus is at S.W. Lee St. and the Easterly terminus is at the East City Limits in the city of Newport. Length: 0.70 mile.



RECEIVED
COUNTY & CITY SECTION
JUL 1 1975
☑ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Purpose of survey:

Prepare plans, specifications and estimates to widen and improve the portion of Bay Boulevard mentioned above.

Estimate of cost:

Field	901	~~10,000~~ 7,000	
Citizen Input	902	250	
Plans	905	X	1,000
Soils	910	1,000	
Utility	914	250	
Specifications	921	500	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ ~~13,000~~ 10,000
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
James E. Chaney
Field Engineer

Recommended for Approval:
Victor E Wolfe
Location Engineer

Recommended for Approval:
C. O. Fredrickson
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
I. E. APPR. 6-24-75
FED. AID FAUS STATE

REB 2950

NOTED
D. E. SWAN

FAU

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

ROBERT STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 5, 1975

Donald A. Davis
City Manager
City Hall
Newport, Oregon 97365

Dear Mr. Davis:

The city of Newport may apply immediately for Federal Aid funding of projects on the FAU system. I have enclosed the necessary Project Request forms for you to complete

Three years funds will be available to you by the time your application is approved. Total amount of Federal funds allocated to Newport is approximately $75,000-$25,000 per fiscal year for years 1974, 1975, and 1976.

Funds for fiscal year 1974 will not be available after July 1, 1976. Please submit your project request as soon as possible.

Very truly yours,

Phillip O. Stearns

Phillip O. Stearns,
FEDERAL AID ENGINEER

POS:lb

cc: L. W. Rulien
Don Harwell

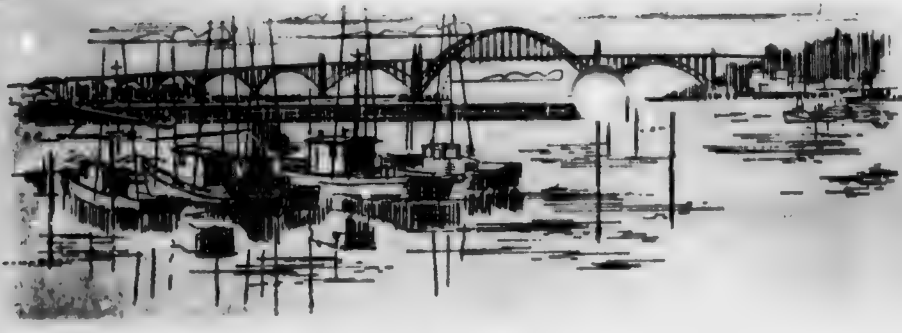
2/10/75
Called Phil & told him
City Requested Bay Ave. Proj.
on Dec. 5 & it is going
to T. Comm on Feb 26 for approval.
He will call City.

Hopkins ✓
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB 7 - 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

57-144E



CITY OF NEWPORT
810 S.W. ALDER STREET
NEWPORT, OREGON, 97365
(503) 265-5331

OFFICE OF THE CITY MANAGER

REGION 2 ENGINEER
RECEIVED
1975
RTE ROE
UE RSO ROC RFE

January 31, 1975

Mr. Phillip O. Stearns
REGION FEDERAL AID ENGINEER
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

I am interested in knowing what decision has been made in allowing the City of Newport to utilize all of the Federal Aid Urban money to be used in constructing the SE Bay Blvd project during the calendar year 1976.

I asked this question in our cover letter when we returned the maps for your approval, but in your answer you simply stated that the Federal Highway Administration has approved our Urban Boundary and the Federal Aid Urban System.

Sincerely,

CITY OF NEWPORT

Donald A. Davis

Donald A. Davis
City Manager

DD:msd

Rev. 5/28/74

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date December 4, 1974

Applicant Agency City of Newport

Federal Aid System Route No. FAU Route Name SE Bay Blvd

Project Name Lee Street - Embarcadero Section of Bay Blvd

Project Length 3700 feet Project Location (Attached sketch map)

Project Description replace two lane oil mat road with gravel shoulders, with curbed asphalt paved street of 42 feet, 48 feet and 44 feet widths.

Average Daily Traffic 4800 July, 1970 Design Speed 25 mph

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COUNTY & CITY SECTION
DEC 9 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 Travel Lanes two Shoulders gravel

Medians none Parking some

Sidewalks no

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 42' & 48' Travel Lanes 2 Shoulders none

Medians no Parking yes

Curbed yes Length Curb Radii 10 feet

Sidewalk/Bikeway no

Other

FOOTNOTES:

Description of Proposed Roadway Work Construct curbs, catch basins, storm sewer tile, excavate to subgrade, place gravel base, pave 3" A.C. surfacing, 42' wide Lee to Angle; 48 ft. wide Angle to Eads; 44 feet wide Eads to East end.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Will Additional Right-of-Way Be Needed? no Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?

4. Will applicant acquire right-of-way and have State review negotiations? Yes ___ No x

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes ___ No x

7. Is a public hearing necessary? no
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? no If so, explain
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? no
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: none

2. Proposed Signalization:

Location SE Moore and SE Bay Blvd

Type Blinking caution & Red
Phases single
Type of Suspension cable

Interconnected no
Other

FOOTNOTES: Orange & Red blinking light at Moore Drive and SE Bay Blvd

3. Permanent Signing:

Include in project or by applicant? by city

4. Permanent Striping:

Include in project or by applicant? by city

IV. ILLUMINATION DATA

1. Present Illumination and Location: Normal 21,000 MV street lights

2. Proposed Illumination:

Location no change
Type

V. STRUCTURE DATA

1. Existing Structure:

Location none
Type
Size
To Remain in Place?

2. Proposed Structure:

Location none

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? none Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections none

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$125,000
Right-of-Way Costs (If participating)	0
Traffic Control	2,000
Illumination	0
Structures	0
Railroad	0
Other	
Preliminary Engineering	13,000
PROJECT TOTAL	$140,000

FOOTNOTES: City will provide difference between this cost and FAU Monies allocated to Newport from Urban Renewal Funds.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Newport
By Donald A Davis City Mgr.
By

Lincoln County
By
By
By

8449 Yaquina Bay Br. on the Ore. 1976
Coast Hwy. at Newport
(Dolphin replacement)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 738-628

cc: OSHD (H S Coulter)
Wash. D.C. (HHo-32)

STATE COPY

U.S. DE TMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT 9-16-77	REPORT MADE BY P. V. Riedl, Area Engr.		PROJECT NO. F-2(1)
COMPLETION DATE 1-19-77	ACCEPTANCE DATE BY CONTRACT AGENCY 4-25-77	TIME ELAPSED 54 %	CONTRACT TIME 120 cal. days
APPROVED EXTENSIONS ---	LOCATION Yaquina Bay Bridge at Newport, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

YAQUINA BAY BRIDGE
OREGON COAST HIGHWAY
Dolphin Replacement

The project is located at the Yaquina Bay Bridge at Newport on the Oregon Coast Highway 101.

The project replaced 11 dolphins at Pier No. 2 which are steel piles in groups of three surrounding the piers of the bridge.

The contract was set up for 120 calendar days. The contractor used 65 days to complete the work.

Final costs for the contract were $85,300 which is the amount bid for the contract.

COPY SENT
SEP 1 8 1977
Washington

9-19-77
cy Keasey

RECEIVED
STATE HWY ENGR
SEP 19 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl Original signed by P. V. RIEDL		SIGNATURE E. J. Valach Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engr.	DATE 9-15-77	TITLE District Engr.	DATE 9-16-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

49(21) WASHINGTON D. C. COPY

FORM APPROVED **RCS HNG-30-02**
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD A	*To be completed by Washington Headquarters Personnel*	2 – 4	5 – 8	9 – 12	13 – 15		
		16 – 18	19 – 22	23 – 24	25 – 27	28 – 30	31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	
Oregon	Lincoln	F-2(1)	URBAN (X) RURAL ( )

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
A		CONSTRUCTION TYPE CODES			X034	DATE STARTED November 29, 1976
	20	FINAL CONSTRUCTION COST	DOL.		86,500	DATE COMPLETED January 19, 1977
	21	LENGTH OF PROJECT	MILES		- -	TOTAL NO. BRIDGES 1

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
A	30	LABOR	TOTAL MAN HOURS 1621	GROSS EARNINGS 17,191	
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.		48,600
	9	PETROLEUM PRODUCTS	GAL.		1,592
	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT		
D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		125,842
	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

G	48 – 52	53 – 61	62 – 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM PR-47 (REV. 9-74)

GPO 881-120

5449

April 29, 1977

Fireman's Fund Insurance Company
921 S.W. Washington Street
Portland, OR   97205

Attention: Fidelity & Surety Department

Gentlemen:

On April 28, 1977, we wrote to you concerning release of final payment on Contract No. 5449 awarded to Willamette-Western Corporation for dolphin replacement on the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $500.00 and the total contract amount is $86,499.90. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR   97201

Willamette-Western Corporation
Foot of North Portsmouth
Portland, OR   97203

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
John W. Sheldrake

1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Yaquina Bay Bridge

WEEK ENDING: 11 Mar 77

SECTION PREFIX: 21-1099

HIGHWAY: Oregon Coast

COUNTY: Lincoln

NAME OF JOB: Yaquina Bay Bridge

KIND OF WORK: Dolphin Replacement

CONTRACTOR: Willamette-Western Corp.

CONTRACT NUMBER: 9449

FEDERAL AID PROJECT NUMBER: F-2(1)

DATE OF CONTRACT: 27 Oct 76

DATE WORK STARTED: 29 Nov 76

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 55

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 54

PROJECT AUTHORIZATION: $ 97,668.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 89,132.50

ENGINEERING AUTHORIZATION: $ 8,530.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 86,499.90

ENGINEERING COST TO DATE: $ 8,558.27

DATE PROJECT WAS COMPLETED: 19 Jan 77

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3 %

PERCENT OF AUTHORIZATION: 100 %

Semi-final submitted 8 Mar 77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1820 M							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6 Mar 77	
MONDAY 7	
TUESDAY 8	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

P.A.#2 has been returned approved. P.A.#3 is a "Documentation Only" with no dollar amounts involved.

Semi-final was delivered to Region office on 8 Mar 77.

This is the FINAL Weekly Report on this project.

SIGNED ______ LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8229

13

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-[illegible]207	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12. 8 76	State Oregon County Lincoln Project No. F-2(1) Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Yaquina Bay Bridge (Newport)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-19-76	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	9-29-76	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT $ 100,168	FEDERAL FUNDS $ 85,944

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator 12-8-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

Oregon State Highway Division
Salem, Oregon, November 29, 1976

Federal Aid Project
No. F-2(1) Safety

Yaquina Bay Bridge
Oregon Coast Highway
Lincoln County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 2,500.00

Type Code X034
Dolphins (Sta. 204+46)

Mobilization	All Required	$29,000.00
Remove Existing Dolphins	All Required	3,030.00
Furnish Drive Dolphin Piles	All Required	41,830.00
Structural Steel (4,900 lbs.)	All Required	11,440.00
	Subtotal	$85,300.00
	Engineering	12,368.00
	TOTAL	$97,668.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS (85.80%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,500.00	$ 2,145.00	$ 355.00
Dolphins	97.668.00	83,799.00	13,869.00
TOTAL	$100,168.00	$ 85,944.00	$ 14,224.00

Group 1 - 100%

Contract No. 8449

Prefix 21-1099

Prefix 21-1978

7114-9

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-2(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Div. Administrator Salem, Oregon	PROGRAM NO.:	COUNTY NAME: Lincoln
	ITEM NO.: RF-115	PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 24 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED: 9-29-76	DATE AUTHORIZATION EFFECTIVE: 9-29-76	FEDERAL ROUTE NUMBER: Primary 2 STATE ROUTE NUMBER: Primary 9

GENERAL LOCATION: "Yaquina Bay Bridge (Newport) Section"

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK: Pier Protection

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's 9-27-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $97,153.00 - Federal funds $83,357.00.

A signed Title Sheet is returned herewith.

DATE: 9-29-76	SIGNATURE OF APPROVING OFFICIAL: Glenn Hossner for	TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-431-[illegible]

8429

15

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

File BR. 1820

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

September 9, 1976

STATE HWY ENGR
SEP 9 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act

Noted
CJR

Commander
U. S. Coast Guard
13th Coast Guard District
Aids to Navigation Branch
Federal Bldg.
915 Second Avenue
Seattle, WA 98174

Dear Sir:

Yaquina Bay Bridge at Newport, Oregon
Oregon Coast Highway
Lincoln County
Maintenance Work - Fender Replacement

By Permit dated September 29, 1933, the Secretary of War authorized construction of the Yaquina Bay Bridge at Newport. This Permit included construction of "such fenders as may be found necessary in the interest of navigation ---".

The fenders consist of a row of dolphins at Piers 2 and 3. The upstream and downstream ends of each row consist of a group of wooden dolphins. Connecting these are a series of three-pile steel dolphins. At Pier 2 the steel dolphins have deteriorated to a point where replacement is necessary.

It is anticipated that contract for replacement of these dolphins will be awarded October 21, 1976. Replacement work should be completed by April 1, 1977.

The existing three-pile steel dolphins will be replaced in kind. It is our understanding that such work can be done under the terms of the existing Bridge Permit. Copies of the plan and elevation for the bridge and detail sheet for the dolphins are attached for your information.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc E. S. Hunter
~~D. H. Moehring~~
C. O. Fredrickson

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 30, 1976

In reply refer to: 1041B.2

SUBJECT: Yaquina Bay Bridge (Newport)
Oregon Coast Highway
Lincoln County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 9, 1976, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also conur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappen
for G. L. Green

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
SEP 1 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8449

F-2(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. See Below

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME Lincoln

ITEM NO. RF-115

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '76
REFER TO
Rulien
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-19-76

FEDERAL ROUTE NUMBER Primary Route 2

STATE ROUTE NUMBER Primary Route 9

GENERAL LOCATION:
"Yaquina Bay Bridge (Newport) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering and pier protection (code X034 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at TEC $2,500 - FF $2,140
☒ OTHER *(Specify)* Program approval (TEC $62,500 - FF $53,580)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 8-12-76 letter, I approve this project for inclusion in the Federal-aid program and concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non-major action as set forth in FHPM 7-7-2.

Also, as requested in his 8-12-76 letter, you are authorized to proceed with the work as shown above.

DATE 8-19-76

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible] for

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

~~PRO 6-2~~

August 12, 1976

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM:
L. W. Rulien
Program Management Engineer

SUBJECT: Program Data Submission
Project No. F-2(1)

We are submitting program data for one project, Item No. 115, Project No. F-2(1), "Yaquina Bay Bridge (Newport) Section", which we desire to have included in the Federal-Aid Primary Highway Program.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S.&E. approval at an estimated total cost of $2,500 with an obligation of $2,140 in federal funds.

GL:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

8-12-76

FEDERAL - AID PROGRAM DATA

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 101 Yaquina Bay Bridge (Newport)	**ADT**	PRESENT 7,000	FUTURE 10,500	YEAR 96	REGION 10	STATE NAME Oregon	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Pier Protection	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-	NUMBER 2(1)	

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary Fund	COUNTY NAME Lincoln				CODE 041
	NAME OF URBAN AREA Newport	ROUTE NO. P	FEDERAL-AID 2	STATE 9	U.S. 101	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**			0.0	2,500	2,140	360	
5					**ROW**							
5					**CONST** (CODE) Safety X034		"Yaquina Bay Bridge (Newport) Section"	0.0	60,000	51,440	8,560	
CARD 1	CODE 1	PREPARED BY C.L.					PROJECT TOTALS	0.0	62,500	53,580	8,920	

PROGRAM APPROVAL DATES

REMARKS

Old FA Project No. F-133(-).

FORM PR-1
(REV. 4-61)

8-12-76

FEDERAL-AID PROGRAM DATA

N (45 typewriter spaces) ina Bay Bridge (Newport)	ADT	PRESENT 7,000	FUTURE 10,500	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 010	ITEM NO. RF 115

rier	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-	NUMBER 2(1)	SEQ. NO.	I. Projects Only POST MI.	DESIG.

onsolidated Primary Fund

COUNTY NAME: Lincoln — CODE: 041

ewport

ROUTE NO.: P — FEDERAL-AID: 2 — STATE: 9 — U.S.: 101

PROGRAM STAGE: ☐ 1 OR ☒ 2

EP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		0.0	2,500	2,140	360		
	"Yaquina Bay Bridge (Newport) Section"	0.0	60,000	51,440	8,560		ROW-350' normal; Access Control-none; Parking Restrictions-complete.
C.L.	PROJECT TOTALS	0.0	62,500	53,580	8,920		

REMARKS

Old FA Project No. F-133(-).

-OVER-

YAQUINA BAY BRIDGE (NEWPORT) SECTION
PROJECT NO. F-2(1)

Existing Facility:

Structure No. 1820 -- 600-foot steel thru arch main span with 700-foot steel deck arch spans, 1,041-foot RC deck arch spans and 882-foot RCDG approach spans. Overall length is 3,223 feet, horizontal clearance of 27 feet and vertical clearance of 14'5".

Adjacent Sections:

North End -- 60-foot A.C. surface curbed roadway.
South End -- 36-foot A.C. surface with 8-foot shoulders.

Project Data:

Work under this project consists of the following:

1) Preliminary engineering all phases.

2) Construct pile dolphins for protection of the north pier (pier No. 2) from impact by ocean-going vessels.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

Additional Right-of-Way:

None required.

FHPM 7-7-2 Requirements:

Nonmajor action project as set forth in paragraph 10e.

IM 50-1-70 Requirements:

Exempt from State Clearinghouse and District 4 Clearinghouse review under working agreements.

FHPM 4-4-2 Requirements:

Urban Transportation Planning no
ect will not result in an altera
flow patterns that would require
planning completed or underway.

FHPM 7-7-5 Requirements:

Not applicable under timesaving
G-8-2-1.

Note:

This project is in Congressional

EWPORT) SECTION
F-2(1)

steel thru arch main span
spans, 1,041-foot RC deck
approach spans. Overall
tal clearance of 27 feet and

rface curbed roadway.
rface with 8-foot shoulders.

sts of the following:

ll phases.

or protection of the north
pact by ocean-going vessels.

s, Water Developments,
:

et forth in paragraph 10e.

use and District 4 Clearing-
greements.

FHPM 4-4-2 Requirements:

Urban Transportation Planning not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-5 Requirements:

Not applicable under timesaving procedures set forth in FHPM 6-8-2-1.

Note:

This project is in Congressional District No. 1.

8229

5

DATE: August 6, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

Recent inspections have revealed that the pier protection dolphins at the Yaquina Bay Bridge in Newport are deteriorated. They no longer perform the function of protecting the pier.

To eliminate this problem, I recommend replacing the dolphins to the same pattern as the original grouping. The total estimated cost for construction is $60,000.

Our underwater inspection team recommends immediate repair and I propose a letting date as soon as plans can be readied. Your approval is requested to add this federal-aid project to the Six-Year Construction Program.

This matter will be on the agenda for your consideration at the August 24 meeting.

LWR:BLG:md ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
W. J. Hart
D. H. Moehring
C. O. Fredrickson
V. E. Skoog
J. H. Versteeg
George Bell

8 4

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
August 4, 1976
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section
ORIGINAL SIGNED BY
GARY A. POTTER

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Project Assessment
Dolphin Replacement
Yaquina Bay Bridge
at Newport
Lincoln County

NOTED
E. S. HUNTER

The subject Federal Aid Primary project has been assessed and evaluated for its potential impact on the quality of the human environment.

The project is to replace dolphins, which are steel piles driven into the floor of the bay in groups of three, surrounding the piers of the bridge. Their purpose is to protect the piers from accidental damage by boats and other large objects. Many of the dolphins surrounding the piers have rusted away and need replacement. Old dolphins will be removed, and new dolphins driven into the bottom from a barge in place of the defective dolphins.

It has been determined that no new right-of-way will be required, and that this project is of a type for which the statewide assessment for safety projects is applicable. The statewide assessment classifies this project as Non-Major.

GAP:ss

cc: E. S. Hunter
C. O. Fredrickson
Eddie Welsh

RECEIVED
STATE HWY ENGR
AUG 4 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8449

13

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 29, 1976

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED
GARY A. POTTER

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Project Assessment
Dolphin Replacement
Yaquina Bay Bridge
at Newport
Lincoln County

NOTED
E. S. HUNTER

The subject Federal Aid Primary project has been assessed and evaluated for its potential impact on the quality of the human environment.

It has been determined that no new right-of-way will be required, and that this project is of a type for which the statewide assessment for safety projects is applicable. The statewide assessment classifies this project as Non-Major.

GAP:ss

cc: E. S. Hunter ✓
C. O. Fredrickson
Eddie Welsh

RECEIVED
STATE HWY ENGR
JUL 30 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8229

SERVICES AGREEMENT

THIS AGREEMENT, is made and entered into this 30th day of June, 1976, by and between the State of Oregon, by and through its Department of Transportation, Highway Division, hereinafter referred to as "State" and Mr. Richard F. Stratfull, hereinafter referred to as "Consultant".

WITNESSES

Recitals:

WHEREAS, State is the owner of the Alsea Bay bridge located in Benton County and the Yaquina Bay bridge located in Lincoln County, both of which have been subject to extensive corrosion damage to the reinforcing steel and concrete in the bridge structures, and

WHEREAS, State has determined that an extensive investigation of the corrosion problems on these bridge structures is necessary, and

WHEREAS, State has determined that it lacks the necessary personnel and facilities to carry out the investigation of the corrosion problems and upon due consideration by State of the personnel, equipment, experience, skill and other qualifications of Consultant, State has determined that Consultant can supply the needed services.

THEREFORE, the parties agree as follows:

I

CONSULTANT'S DUTIES

1. Consultant agrees to conduct an on-site examination of the Alsea Bay and Yaquina Bay bridge structures for purposes

7-13-76

of examining the corrosion damage to the structures. This on-site examination shall be performed prior to July 1, 1976.

2. Consultant agrees to submit a written report of the on-site examination. This report shall describe the procedures used to examine the bridge structures and the Consultant's evaluation of the probable result of the corrosion damage on the structures, methods of repairing the damage areas and methods of protecting the structures against further corrosion. This written report shall be submitted to State by September 1, 1976. This report shall become the property of the State and may be used by State for any purpose.

3. Consultant agrees to supply State with an itemized billing of all costs incurred under this agreement prior to payment by State.

II

DUTIES OF STATE

1. State agrees to compensate Consultant at a rate of $271.43 per day for a maximum of five days.

2. State agrees to pay Consultant's travel expenses upon submission of an itemized billing at the following rates:

   a. Private car mileage at 15 cents per mile;

   b. Air fare at actual cost;

   c. Miscellaneous expenses such as parking, at actual cost;

   d. Meals at $15.00 per day;

   e. Lodging at $11.50 per day.

III

GENERAL PROVISIONS

1. Consultant shall save and hold harmless The State of Oregon, The Oregon Transportation Commission, The Department of Transportation, its members, officer, agents and employes, of all claims, suits or actions of whatsoever nature resulting from or arising out of the activities of Consultant under this agreement.

2. Such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by reference. Consultant shall comply with the obligations and other provisions of such laws the same as though the obligations were fully set out herein.

3. This agreement shall not be assigned, sublet or transferred in any way by either party.

4. Consultant shall perform this agreement as an independent contractor not as an employe of the State of Oregon.

5. This agreement may be terminated by either party upon written notice, should the other party fail to substantially perform in accordance with the terms of the agreement.

6. This agreement represents the entire and integrated agreement between State and Consultant and supercedes all prior negotiations, representations or agreements, either written or oral. This agreement may be amended only by a written instrument signed by both State and Consultant.

7. Unless otherwise specified, this agreement shall be governed by the laws of the State of Oregon.

Sufficient funds are available and are authorized for expenditure to cover this contract with the agency's currently approved expenditure limitation as shown on page ___________, line Number ___________ of the 1975-1977 biennial budget, as amended, and by current allotment.

IN WITNESS WHEREOF, the parties have hereinto signed and executed this agreement the date and year written above.

The Oregon Transportation Commission, by duly adopted delegation order, authorized the State Highway Engineer to act on its behalf and approving and executing this contract.

APPROVED:

Assistant Highway Engineer

APPROVED AS TO FORM:

Assistant Attorney General
and Counsel

EXECUTIVE DEPARTMENT

Approved this ___ day of

_______________, 197__.

For the Executive Department:

____
Name

____
Title

____
Agency

STATE OF OREGON, by and through its Department of Transportation, Highway Division

____
State Highway Engineer

CONSULTANT

Richard F. Stratfull
____
Richard F. Stratfull

Federal IRS ID Number ______

State Revenue ID Number ______

Social Security Number 550-30-4410

[illegible]

15.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 21, 1976

FILE: BR 1820

NOTED
H. S. COULTER

Walter J. Hart

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. H. S. Coulter
State Highway Engineer

SUBJECT:

Fender System
Yaquina Bay Bridge
Oregon Coast Highway
Highway 9

NOTED
H. S. COULTER

The fender system at the north pier of the Yaquina Bay Bridge at Newport was thoroughly inspected by the diving team on May 17, 1976. These steel pile dolphins are in extremely poor condition. They are totally worthless for their intended purpose of providing protection to the bridge from impact by ocean-going vessels. In their present condition they constitute a hazard to the recreational small boat operators who frequent the area of the bridge.

Approximately half of the original dolphins have already rusted through and have collapsed. Those dolphins left standing, while they may look reasonably good above water, they are, in fact, nearly rusted completely through below the waterline.

The original dolphins were installed in 1936 and restored in 1948. Several dolphins were destroyed during the 1964 floods and subsequently replaced. The estimated cost to replace the dolphins to the same pattern as the original grouping is $50,000.

Before any replacement would be undertaken a study would be made of the current pier protection needs and the type of protection to be used.

A copy of the latest underwater inspection report is attached for your information.

WJH:dh
Attachment

cc E. S. Hunter /w/ attach.
D. H. Moehring
C. O. Fredrickson

Ed. — I agree — what would study cost? — HSC —

Very little.

RECEIVED
MAY 24 1976
Office of
Assistant State Highway Engineer

Walt
Also proceed
Ed

[illegible]
add to bgt.
program.

cc Coulter

UNDERWATER PIER INSPECTION

Date May 17, 1976

Report by G. Test

BRIDGE NAME Yaquina Bay Bridge BRIDGE NO. 1820

HIGHWAY 9 M.P. 141.68 RIVER Yaquina

DATE INSPECTED May 12, 1976

DIVERS Test - Dean - Lynch - Payton

WATER CONDITIONS AT TIME OF DIVE High Tide - Good Visibility

Describe below conditions of each pier inspected. (Make sketches of problem areas, recommended corrective action, et cetera.) To be filled out by diver and submitted to Region Engineer.

Pier 2

There has been no change in this pier since the last inspection dated December 19, 1975. The underwater portion of this pier is in good condition.

The fender system at Pier 2 was inspected thoroughly at this time and found to be in very poor condition. Of the eleven original (1964) three pile steel dolphins only six are remaining standing. The others have collapsed and are lying on the bottom. Of the six remaining only one is fairly sound. It is probably the one replaced in 1964. ~~The other five are marginally capable of~~ [redacted] The seaward dolphin has one piling completely rusted off underwater and the other two are 80% - 90% destroyed. The next dolphin upbay has two of the three piling completely rusted in two and the remaining piling is 70% - 80% destroyed. The three upbay dolphins have all suffered approximately 80% section loss. Only the third dolphin from the seaward end is in fairly good condition.

The timber dolphins appear to be in good condition. Recommend immediate repair.

Pier 3

This pier is in good condition. The timber fender system was inspected and only one piling was found to be bad. No action is necessary at this time.

Pier 4

No footing showing. This pier is in good condition.

Gerald W. Test
Signature

cc Maintenance Engineer
Bridge Engineer
Region 2 Engineer
Ed Payton
Harold Seaton
Don Dean
Gerry Test

8450 N. Fork Cold Springs Br. 1976
Sec. N. of Pendleton
(Grading & structure)

CcA 5757 7-28-76

8450-30 **STATE COPY** 9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-30-110(1)	2. COUNTY Umatilla	3. STATE OREGON

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved construction and surfacing of a temporary detour, subgrade widening, aggregate shoulders and construction of Bridge No. 10520A over the N. Fork Cold Springs Canyon. The structure has a roadway width of 27.5 feet and a length of 60 feet. All work was performed on the "N. Fork Cold Springs (MP 1.2) Bridge Section" of FAS Route 30-110 approximately 18 miles northerly of Pendleton.

5. CONTRACTOR'S NAME Douglas S. Coats	6. CONTRACT AMOUNT $ 57,640.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) C P Kessey

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
JAN 27 '78
REFER TO
FOR

COPY SENT
1-27-78 cy
JAN 26 1978
Washington

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 34 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.065	28	X080	0.011

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY David B. Carter, Area Engineer	11. DATE OF INSPECTION 1-16-78

12. IN COMPANY WITH
Unaccompanied

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter David B. Carter		16. SIGNATURE G K Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE 1-25-78	17. TITLE District Engineer	18. DATE 1-25-78

FORM PR-33C
(Rev. 7-72)
Previous editions of this form are obsolete

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I 30-110(1)
STATE PROJECT NO. See Below
COUNTY NAME Umatilla
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. RS-97

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 4-9-76
DATE AUTHORIZATION EFFECTIVE 4-29-77
FEDERAL ROUTE NUMBER Secondary 30-110
STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"North Fork Cold Springs Bridge Section"

GENERAL DESCRIPTION OF WORK:
Revise CFO #1 for Pavement of Bridge Approaches

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒X CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's memorandum of 11-23-77 and based on the data submitted, you are authorized to proceed with the use of County Forces as being in the public interest, under Revised County Force Order No 1 at a total revised estimated cost not to exceed $2,649, Federal Funds $2,070.

NOTED
F. B. KLABOE

DATE 11-30-77
SIGNATURE OF APPROVING OFFICIAL G. K. Hasmer
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

April 27, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On April 22, 1977, we wrote to you concerning release of final payment on Contract No. 8450 awarded to Douglas S. Coats Construction for the N. Fork Cold Springs (M.P. 1.2) Bridge on FAS 30-110 in Umatilla County.

Final payment on this contract is $500.00 and the total contract amount is $56,061.70. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Douglas S. Coats Construction
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Fork Cold Springs

WEEK ENDING: March 26, 1977

SECTION PREFIX: 530-1041

HIGHWAY: FAS 30-110

COUNTY: Umatilla

NAME OF JOB: N. Fork Cold Springs(MP 1.2) Bridge

KIND OF WORK: Grading & Structure

CONTRACTOR: Douglas S. Coats

CONTRACT NUMBER: 8450

FEDERAL AID PROJECT NUMBER: RS-30-110(1)

DATE OF CONTRACT: November 10, 1976

DATE WORK STARTED: December 1, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 140

CALENDAR DAYS USED: 95

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 69

PROJECT AUTHORIZATION: $ 66,799.30

EXCLUSIVE OF ENGINEERING: $ 60,965.30

ENGINEERING AUTHORIZATION: $ 5,834.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,061.70

ENGINEERING COST TO DATE: $ 7,253.13

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.8

ESTIMATED PERCENT OVERRUN / UNDERRUN: Under 8 %

PERCENT OF AUTHORIZATION: 124 %

DATE PROJECT WAS COMPLETED: February 25, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Bridge	
		100	100			100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,760 CY	265 CY			
TOTAL QUANTITIES CORRECTED TO DATE	3,590.8 CY	171.5 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,590.8 CY	171.5 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy-windy	0		
MONDAY	Cloudy-mild	0		
TUESDAY	Fair-mild	0		
WEDNESDAY	Rain-cloudy	0		
THURSDAY	Pt. cloudy	0		
FRIDAY	Pt. fair	0		
SATURDAY	Forecast-fair	0		BEN GIFFORD

RECEIVED
MAR 28 1977
CONSTRUCTION SECTION
Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

The semi-final estimate for this project was sent to the LaGrande Region Office this week. This will be the final report for this project.

SIGNED J R Hagedorn LOCATION McNary
J. R. Hagedorn

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8450 ~~15~~

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-62	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
MODIFICATION NUMBER 1	12-8-76	Project Number RS-30-110(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 18, , 1976 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,000	$ 79,799
Federal funds	$ 10,000	$ 68,467
Other revisions		

This modification is made for the following reasons: Awarding of contract

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of December, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

98717

G- file

OREGON STATE HIGHWAY DIVISION — FEDERAL AID PROJECT NO. RS-30-110(1)

Salem, Oregon, November 29, 1976

N. Fk. Cold Springs (M.P. 1.2) Br. Section
FAS 30-110 (Holdman-Helix Rd.)
UMATILLA COUNTY

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$13,000.00
Type Code X080			
Cold Springs Bridge No. A-10520 (Sta. 7+50 to 11+50)			
Mobilization	All Required		5,000.00
General Excavation	3,760 cu. yd.	2.75	10,340.00
1"-0 Aggregate Base	265 cu. yd.	10.00	2,650.00
Guardrail, Type 2A	200 only	10.00	2,000.00
Guardrail Anchors, Type 1	4 only	250.00	1,000.00
Rail End Pieces, Type C	4 only	125.00	500.00
Alternate A			
Bridge Removal Work	All Required		3,000.00
Structure Excavation	35 cu. yd.	10.00	350.00
Furnish HP 10X42 Steel Piling	230 lin. ft.	12.00	2,760.00
Drive Steel Piles	10 only	250.00	2,500.00
Splice Steel Piles	2 only	75.00	150.00
4'X60'/65' Prestressed Slabs	7 only	3,000.00	21,000.00
Structural Steel (5,200 lbs.)	All Required		3,000.00
Metal Rail with Channel	113 lin. ft.	30.00	3,390.00
			4 $57,600.00
Anticipated Items			
Temporary Erosion Control	All Required		$ 200.00
Seeding and Mulching	All Required		500.00
			$ 700.00
	Subtotal (using Alt. A)		340 $58,~~430~~.00
	Engineering		8,459.00
	TOTAL		$66,799.00

Length of Project 400' or 0.076 mile
Length of Structure 60' or 0.011 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$13,000	$11,154	$1,846	$ --
Structure Alt.	66,799	57,313	4,743	4,743
TOTAL	$79,799	$68,467	$6,589	$4,743

Group 1 100 percent

Contract No. 8450

Prefix No. 530-1041

Prefix No. 530-1926 P.E.

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-137	J. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 5.18.76	State Oregon County Umatilla Project No. RS-30-110(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., anprox. 1.2 mi. E. of Holdman

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-9-76	0.4
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,000	$ 10,100

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator ______

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, May 11, 1976

Federal-Aid Project
No. RS-30-110(1)

N. Fork Cold Springs Bridge Section
County Road in Umatilla County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$13,000.00
	Total	$13,000.00

Length of Project . . . . 0.4 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$13,000.00	$10,100.00	$ 2,900.00	$ --
Retain in P.S. & E. Status				
Construction (Contract)	72,000.00	56,200.00	7,900.00	7,900.00
Total	$85,000.00	$66,300.00	$10,800.00	$ 7,900.00

Group 1	100%
Prefix	530-1926 P.E.

8-4-

15

Salem, Oregon
October 12, 1976

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 21 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened October 21 on the following projects:

1. Umpqua River (Scottsburg) Bridge
   Umpqua Highway, Douglas County
   Bridge Repair

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. South Unit, Forest Boundary-Colahan Road
   Squaw Flat County Road, Klamath County
   Grading and surfacing

   32-foot roadway. Aggregate surfacing, paved surface by others.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Willamette River (Springfield) Bridge
   McKenzie Highway, Lane County
   Bridge Repair

   Same as No. 1.

4. SW Lee Street-SE Fogarty Street (Newport)
   Bay Boulevard, Lincoln County
   Grading and Paving

   Two 12-foot lanes with 9-foot and 10-foot parking lanes. Graded sidewalk area behind curbs.

   Existing sidewalks left in place. Sidewalks to be constructed by others (future).

5. Yaquina Bay Bridge
   Oregon Coast Highway, Lincoln County
   Dolphin Replacement

   Same as No. 1.

6. North Fork Cold Springs Bridge
   FAS 30-110, Umatilla County'
   Grading and Structure

   Ten-foot lanes and 4-foot shoulders on approaches. Width on structure 27-1/2 feet.

   Same as No. 2.

7. Minam-Enterprise
   Wallowa Lake Highway, Wallowa County
   Slope Improvement and Rock Barrier

   Same as No. 1.

8. Hillsboro-Beaverton Bus Turnouts
   Tualatin Valley Highway, Washington County
   Grading and Paving

   Same as No. 2. Three-foot to 5-foot sidewalks will be provided.

RS:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

8450

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

PRO 6-2

October 5, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Archeological Salvage

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects.

It is understood your approval of the preceding request will result in authorization and obligation of additional federal funds, as tabulated, for each project. Reimbursement will be claimed on an actual cost basis.

U of O No.	Project No.	Requested Authorization Date	Project Est. Cost	Federal Funds
001	JOP-95(3)	Jan. 17, 1976	$ 495.50	$ 425.00
002	RF-UP-29(26)	Jan. 19, 1976	4,009.00	3,439.00
003	RF-187(17)	Mar. 1, 1976	16,000.00	13,728.00
004	RS-15-107(2)	Mar. 3, 1976	658.00	564.00
005	ROS-000S(3)	Mar. 4, 1976	526.00	451.00
006	I-205-7(2)303	Mar. 3, 1976	1,235.00	1,059.00
007	RS-01-109(1)	June 20, 1976	461.30	395.00
008	RS-23-122(1)	June 20, 1976	468.50	401.00
009	US-TQS-265(4)	June 24, 1976	16,540.00	14,191.00
010	RF-29(24)	Mar. 12, 1976	460.00	394.00
011	RS-599(1)	Aug. 30, 1976	370.66	318.00
012	RF-115(24)	Aug. 30, 1976	370.68	318.00
017	RS-30-110(1)	Sept. 7, 1976	370.00	317.00
018	RS-117(2)	Sept. 7, 1976	345.00	296.00

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy for our files.

We further request authorization to proceed with work by the U of O for each project on the date shown in the preceding tabulation.

JLG:bb
Enc.

cc: Gary Potter
✓D. E. Swan

1. Elk River - Port Orford SSP-95([illegible]) ~~101~~ Curry 8325

2. Slater Creek - Mystic Creek NF-DF-29(6) 8310

3. Buchanan - Riddle Reservoir Harney [illegible]

4. Head Road - Airport Road Jackson Cou 21-8 Jackson

5 Statewide Roadside Obstacles Projects [illegible] 10-1 SP.

6 Columbia River - Lake Road Multnomah - Clackamas [illegible] SP

7 Powder River (Phillips) Bridge Baker FS-51-101(1) 8400

8 Malheur River (Russell) Bridge Malheur FS-23-102(1) 834

9 Airport Rd. - Lancaster Dr. Marion

10. Remote Section Coos County Cou 21-4 Coos Bay Roseb

11 Skipanon River (Warrenton) Br. Clatsop Mai 14-1-1 SP

12 S. Unit Astoria - Camp Rilea 101 - Clatsop

13 N. Fk. Cold Springs Cr. Umatilla FS 20-100 845

18 Fifteenmile Creek Bridge Wasco Cou 19-1 F.

Please [illegible] originals [illegible] are involved [illegible] yellow [illegible] 9-3 [illegible] 76

N. FK. COLD SPRINGS BRIDGE
BRIDGE 10520A
N. FK. COLD SPRINGS (M.P. 1.2) BR. SEC.
F.A.S. 30-110 (HOLDMAN-HELIX RD.)
UMATILLA COUNTY

FOUNDATION RECOMMENDATION

STATE OF OREGON
1859

OREGON DEPARTMENT OF TRANSPORTATION

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II Design Qualification Statement

III Foundation Report

- Location 1
- Site 1
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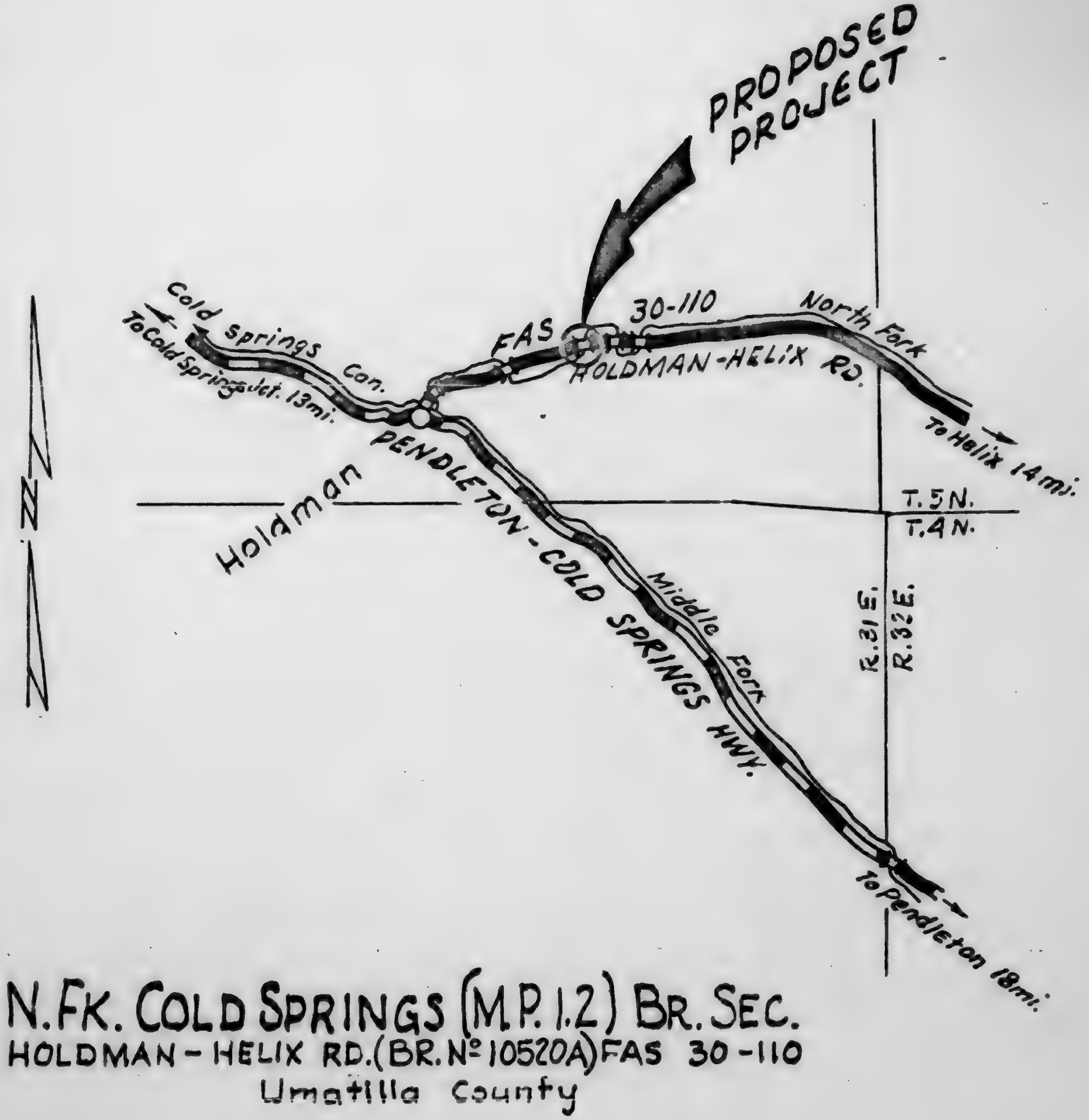
- Erosion Control 6

APPENDIX

- Photographs
- Test Hole Drill Logs
- Foundation Data Sheet
- Hydraulic Report


PROPOSED PROJECT
Cold Springs Can.
To Cold Springs Jct. 13 mi.
FAS 30-110
North Fork
HOLDMAN-HELIX RD.
To Helix 14 mi.
Holdman
PENDLETON-COLD SPRINGS HWY.
Middle Fork
T.5N.
T.4N.
R.31E.
R.32E.
To Pendleton 18 mi.
N

N.FK. COLD SPRINGS (M.P. 1.2) BR. SEC.
HOLDMAN-HELIX RD. (BR. Nº 10520A) FAS 30-110
Umatilla County

DESIGN QUALIFICATION STATEMENT

Structure and bent locations, finished grade lines and similar data contained in this report are preliminary and for structure design considerations only. Other factors may vary final structure design, bent locations, or other recommendations contained herein.

Foundation Report

N. Fork Cold Springs Bridge
FAS 30-110 Holdman-Helix Co. Rd.
Umatilla County

Location

This existing structure to be replaced is 1.2 miles east of Holdman in Umatilla County on the Holdman-Helix County Road, FAS 30-110. This location is in the SW 1/4 of the SW 1/4 of Section 26, T. 5 N., R. 31 E., W.M.

Site

This structure is located in the rolling hills and waste lands to the northeast of Pendleton. The North Fork Cold Springs Canyon is a depression in the hills of this area, running generally in an easterly direction from the structure site and providing drainage for approximately 23 square miles to the east of the structure. (See Hydraulic Report - Appendix)

The surrounding hills are barren, covered with grass and sagebrush or grain crops and pasture land in some areas. Although generally dry during the summer months, the stream is subject to rapid runoff from the bare hills during frequent thunderstorms. However, even during the most serious runoff conditions, as indicated in the Hydraulic Report, the stream flow at the structure site is not excessive. Drift problems are minimal, with drift generally consisting of small brush.

The streambed at the site is rock and sand with areas of solid rock or very large boulders visible in the streambed upstream from the structure (See Photo No. 2- Appendix). The stream banks vary from sandy silt, gravel and broken rock to broken and solid basalt. Sharp turns in the winding streambed occur just upstream and downstream from the structure, but little erosion of the banks is apparent due to the rocky nature of the soil.

A three-span timber bridge 60 feet in length now crosses the creek at the site. Three 20-foot spans of timber stringers, deck and guardrail are supported on framed timber trestle bents supported on concrete peds set into the broken rock of the streambed. The stringers are apparently carried on timber mudsills only at the bridge ends.

The proposed new structure will replace the existing structure in approximately the same location and grade.

Foundation Material

Two test holes were drilled at the site by the Region 5 Geology Unit drill crew. These holes were located in the roadway shoulder area, one hole at either end of the existing bridge.

At Test Hole No. 1, on the westerly end of the structure, approximately 16 feet of sandy silt and broken rock, containing layers of soft or weathered rock below 10 feet, was encountered overlaying well fractured basalt below Elevation 77. In general, the upper silts and broken rock are dense to very dense, although penetration with steel 'H' piles should be possible to pile point contact with the underlying basalts.

At Test Hole No. 2, approximately 17 feet of medium dense sandy silt was found to overlay 8 feet of very dense sandy silt and gravels, which in turn overlays fractured vesicular basalt below Elevation 73.

At Test Hole No. 1, the hole was drilled on the 'cut' side of the roadway, indicating that the material encountered would be original and "in place". A somewhat less dense although similar material would be expected on the opposite or 'fill' side of the roadway and in the fill at the easterly bridge end surrounding Test Hole No. 2.

The elevation of the upper surface of the basalt encountered in the test holes indicates that basalt lies just below the streambed at the structure location, as is born out by visible basalt in the streambed just upstream.

Foundation Recommendation

This replacement structure is being designed as a single-span bridge 60 feet in length, supported at the ends on pile bents.

Concrete abutments on spread footings were considered as an alternate method of structure support, but due to excessive abutment wall heights, excavation and footing protection problems, and the remote location of the structure, pile-supported end bents are considered more economical.

Steel 'H' piles are recommended for support of both end bents. HP 10x42 piles driven to 70 tons resistance each are recommended for this purpose. Although the higher pile bearing value may not be required for structure support, the additional driving required for this pile resistance will assure maximum pile penetration into the underlying broken basalt. Approximate pile lengths required are as follows:

	Assumed C.O. Elev.	Approx. Tip Elev.	Allowance	Order Length
Bent 1	90	75	4'	19'
Bent 2	93	72	4	25'

Considerable variation in final driven pile lengths may occur due to the probable bouldery nature of the subsurface material. Pile tip reinforcement is recommended for all steel piles.

Prestressed concrete piles, timber piles, steel pile shells, or drilled shafts are not recommended at this site because of the above described subsurface conditions.

Erosion Control

Removal of the existing bridge and installation of steel pile for new end bents may be accomplished with minimum disturbance of existing stream bank slopes. Since no erosion problems now exist to these slopes, no additional protection is anticipated.

If construction of the proposed detour or other construction produces slopes of material subject to erosion, these slopes may require protection. As noted in the Hydraulic Report, the expected stream flow velocities during periods of maximum stream runoff may approach 13 fps. Slopes requiring protection may be covered by a 3-foot thick blanket of Class 700 riprap keyed into the streambed and laid up the slope to Elevation 87. Riprap blankets, if used, should be blended into the stream banks at the ends of the blanket.

Jack L. Davis
Foundation Engineer

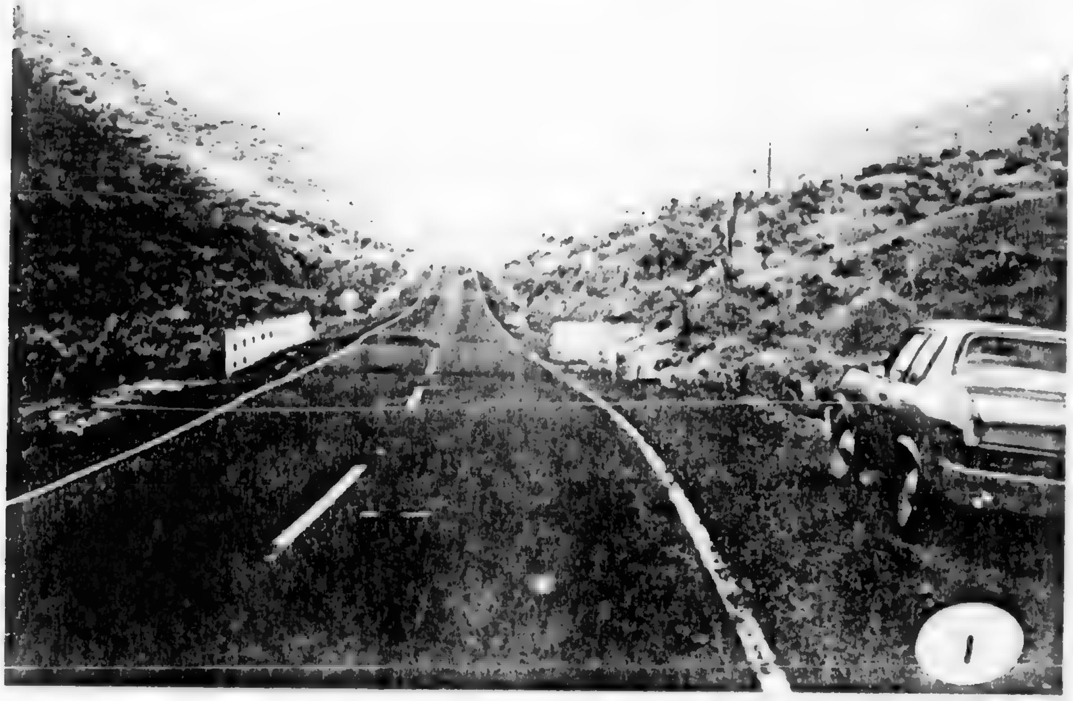
JLD/ag 7/20/76

APPENDIX

FOUNDATION RECOMMENDATION

STATE OF OREGON
1859

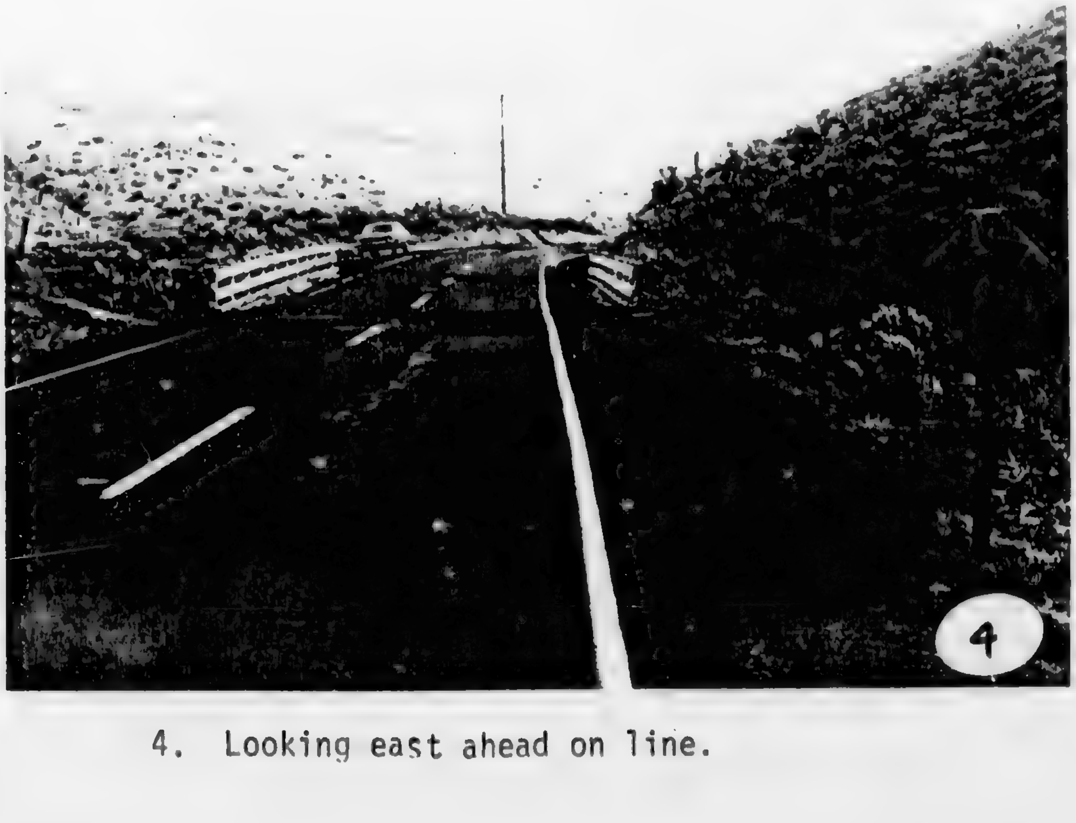
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION



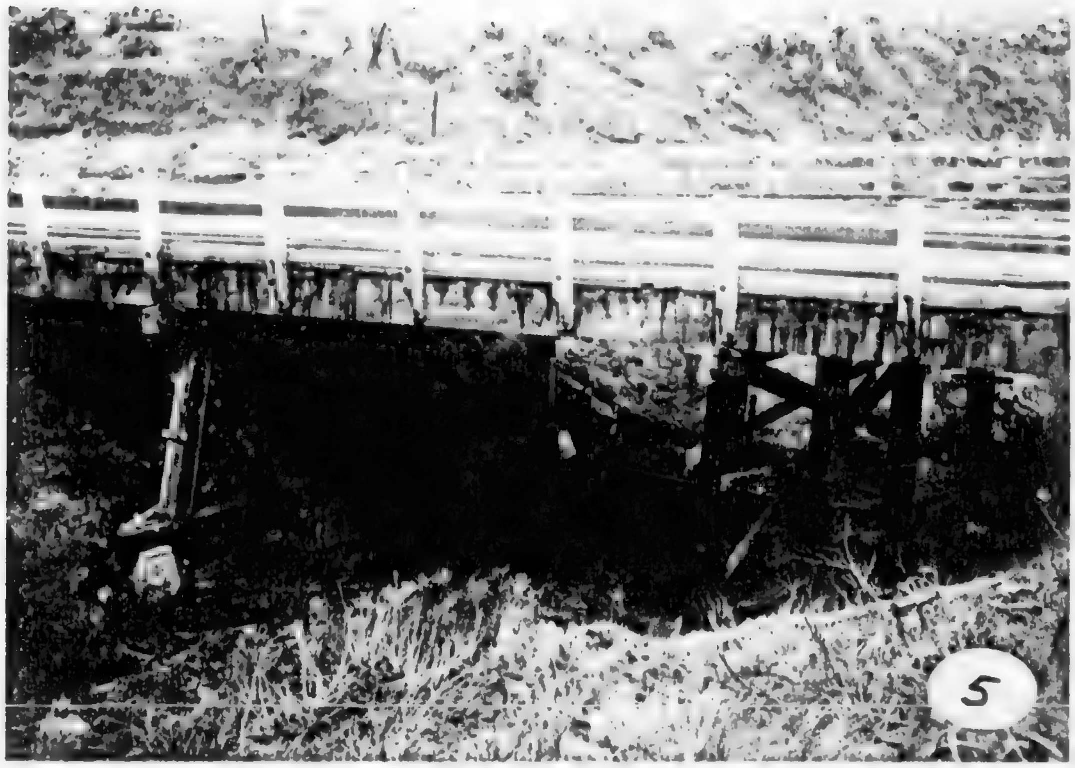
1. Looking west back on line.

2. Looking downstream under bridge.

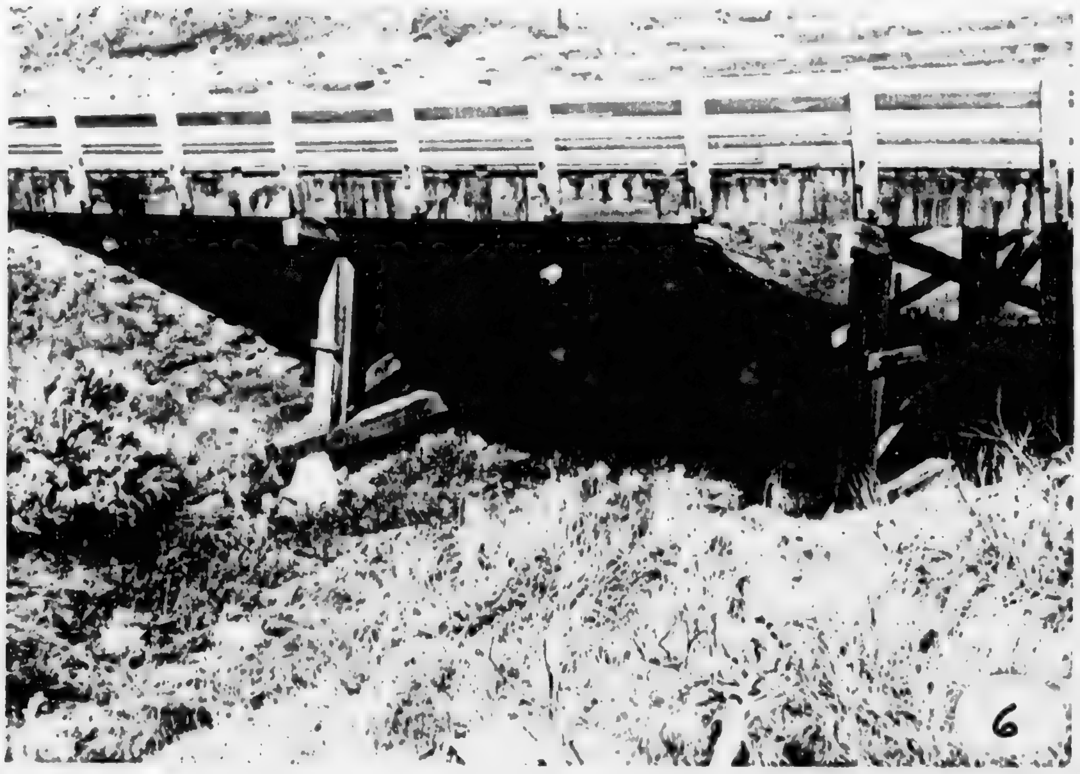
3. Looking downstream under bridge.



4. Looking east ahead on line.



5. Looking upstream under bridge.



6. Looking upstream under bridge.

7. Looking west back on line.

8

8. Looking downstream from bridge.

Form E-38 (Rev. 8-66)

OR ON STATE HIGHWAY DEPARTME

SP"F430

BRIDGE FOUNDATION EXPLORATION LOG

Bridge No. .... * Bridge Location N. Fork Cold Springs Bridge FAS 30-110

Date 5/4/76, 1976 * Highway Holdman - HELIX County UMATILLA

Prefix 530-1926-926 Exploration Equipment Used Mobile Drill

* Show Bridge No. and Date only on all holes after first.

Sta. 9+16 Lft. 15', C. L. .... Rt. .... Suf. Elev. 93.56 Hole No. 1 of 2 **

** Show total number of holes on last log. Assumed Elev 100.0 For Topo.

DEPTH FROM - TO Grnd. Surf.	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING		RESISTANCE SOUNDINGS BLOWS PER FT. ***	% CORE RECOV. SAMPLE
0 1 10		(SM) Sandy silt & Rock	M1(5-8)	19, 24, 50/11"	
1		(SM) Sandy silt & Layers of soft rock	M2(15-16)	50/11½"	
			C1(20-25)		100%
16		soft vesiculer rock from 16'	C2(25-28)		100%
			C3(28-30)		100%
		Well fractured cores	M3(25)	50/2"	
30					
SAMPLE Show Cumulative		WATER LEVEL at 15.0 feet depth			

NOTE: Mail copies at END OF HOLE. Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: Used 20' of BX OD Casing, Drilled with roller cone to 20' depth through float rock & Soil

*** Use letters "N" and "M" for type of test.

"N"—Standard Split-Barrel Sampler Tests—No. ....

"M"—Oregon Miniature Pile Tests—No. 3

Driller R. A. Johnsen

Supervisor VERN MOORE

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

Oregon State Highway Department

BRIDGE FOUNDATION FIELD EXPLORATION DATA

Bridge No. [illegible]
Bent or Pier No.
Hole No. 1 of 2

Project [illegible]
Line, Sta. 9+16 Lt. 15' C. L. / Rt.

Date 5-4-76
Driller R A Johnson
Equip. 75-399

Depth	Sample—Size Depth	140#/30" BL./FT.	Pile Test—Depth	168#/FT BL./FT.	Core—Size Depth	Rate of Drilling	Percent Recovered	Casing—Size Depth	Ground Water—Depth	Moisture Content	Material Hardness	Description of Soil-Gravel-Mixture Type Rock or Shale
1								BXDD				
2												Sandy Silt and
3												Rock
4						Drilled with Roller Bit						
5												
6				19	<							
7				24	M-1							Broken Rock and
8				50/11"								Sandy silt
9												
10												
11												Layers of Broken
12												Soft Rock and
13												Sandy Soils
14												
15												Ground Water level
16				50/1.5"	M-2							
17												Soft Viscular Rock
18												From 16'
19												
20												
21												Vesicular basalt
22						C-1						well fractured
23												Diced Viscular
24												Rock
25							100%					
26				50/2"	M-3							
27						C-2						Soft Broken Viscular
28							100%					Rock
29						C-3						
30							100%					Broken Viscular
31												Rock
32												
33												
34												End of hole 30'
35												
36												
37												
38												
39												
40												
41												

Form E-28 (Rev. 8-66)

SP*F450

OREGON STATE HIGHWAY DEPARTME

BRIDGE FOUNDATION EXPLORATION LOG

Bridge No. .... * Bridge Location N. Fork Colds Springs Bridge FAS 30-110

Date 5/5/76, 1976 * Highway Holdman - Helix County UMATILLA

Prefix 530-1926-926 Exploration Equipment Used Mobile Drill

* Show Bridge No. and Date only on all holes after first.

Sta. 9+91 Lft. ......, C. L. ...... Rt. 14' Suf. Elev. 97.80 Hole No. 2 of 3 **
From 100.00 Topo Elev Assumed

** Show total number of holes on last log.

DEPTH FROM - TO Grnd. Surf.	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING		RESISTANCE SOUNDINGS BLOWS PER FT. ***	% CORE RECOV. SAMPLE
0		(SM) Sandy Silt	N1(5-6^5)	4,4,3/6"	
1					
8			N2(10-11^5)	3,3,3/6"	
1		(ML) Sandy Silt			
12			N3(15-16^5)	6,9,9/6"	
1		(SM) Sandy Silt			
17					
		basalt gravels up to 4"	C1(17-20		80%
1		(SM) Sandy Silt Fines	M1(20-25)	33,39,39,45,55/6"	
25			C2(25-29)		80%
		Well fractured vesicular basalt	C3(29-30)		100%
		TO 40'	M2(30)	50/3"	
			C4(30-35)		100%
			C5(35-40)		100%
			M3(40)	50/4"	
1					
40'					
SAMPLE Show Cumulative		WATER LEVEL at 17.0 feet depth			

NOTE: Mail copies at END OF HOLE. Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: used 25' of BXOD Casing. The vesicular basalt is very Scoriacous

*** Use letters "N" and "M" for type of test.

"N"—Standard Split-Barrel Sampler Tests—No. 3

"M"—Oregon Miniature Pile Tests—No. 3

Driller R. A. Johnson

Supervisor VERN MOORE

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

Oregon State Highway Department

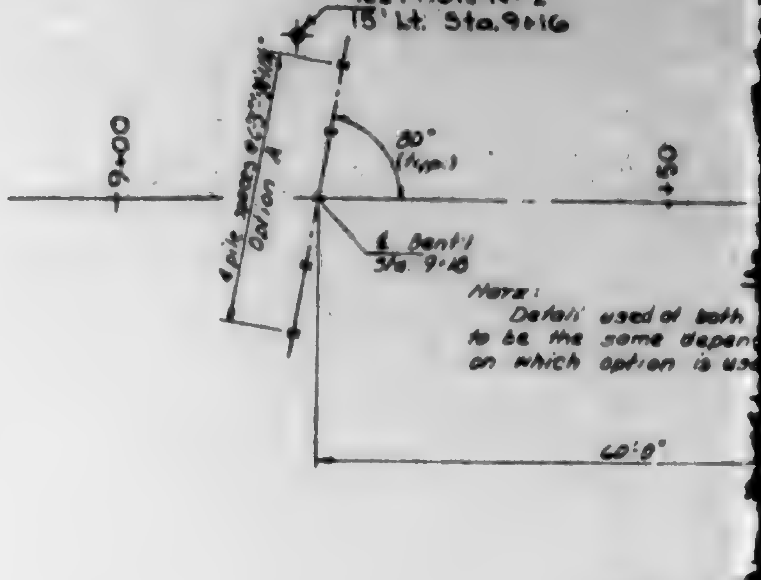
BRIDG OUNDATION FIELD EXPLORATI DATA

Bridge No.
Bent or Pier No.
Hole No. 2 of 2

Project (Holdman) Cr. Bridge
Line, Sta. 9+91 Lt. C. L. Rt. 14'

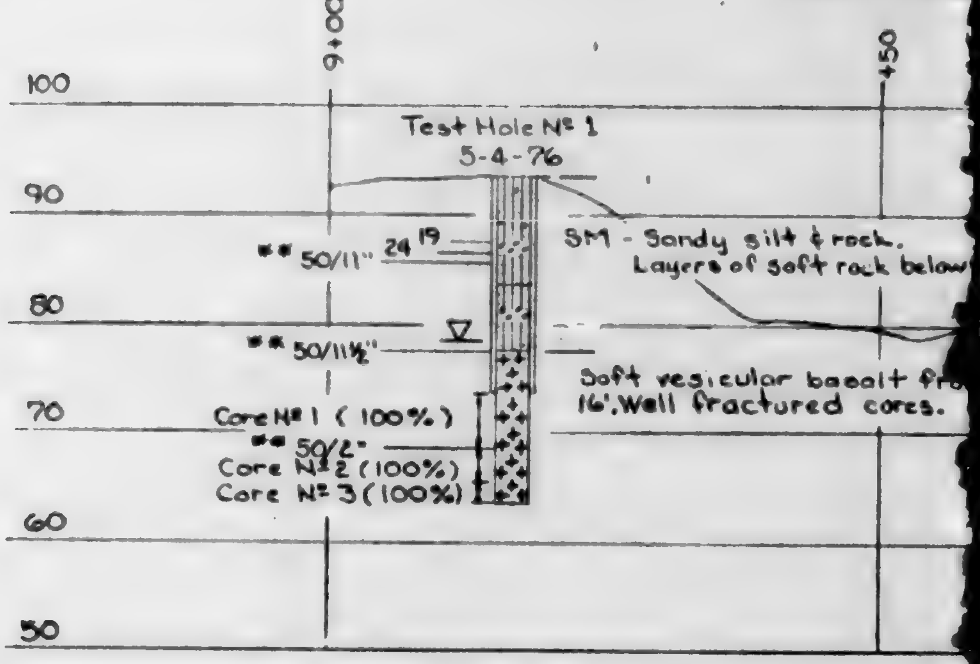
Date 5-5-76
Driller RA Johnso
Equip. 75-399

Depth	Sample-Size Depth	140#/30" BL./FT.	Pile Test-Depth	[illegible] BL./FT.	Core-Size Depth	Rate of Drilling	Percent Recoverd	Casing-Size Depth	Ground Water-Depth	Moisture Content	Material Hardness	Description of Soil-Gravel-Mixture Type Rock or Shale
1							BX.DD					([illegible]) Sandy Silt and ([illegible])
2												Small Rock (Back
3												Fill) To 3'
4												
5												
6		4 4 3	N-1								(ML)	Sandy Silt (SM)
7												
8												
9												
10												
11		3 3 3	N-2								(ML)	Sandy Silt
12												
13												
14												
15												
16		6 8 9	N-3									Sandy Silt (SM)
17												Ground Water Level
18												Hit Rock at 17'
19						C-1						(Bit Run) From 17.5
20					▽		80%					Gravels up To 4" (max)
21				33								
22				30	M-1							
23				30								
24				45								Broken Rock and Sandy
25				50/6"								Silt
26												↑ OK
27						C-2						
28												
29					▽		80%					Broken Viscular Basalt
30					▽	C-3	100%					Viscular Basalt
31				50/3"		M-2						
32						C-4						
33												
34												
35					▽		100%					Viscular Basalt
36												
37						C-5						
38												
39												
40					▽		100%					Viscular Basalt
41				50/4"		M-3						


Test Hole Nº 1
15' Lt. Sta. 9+16
9+00
+50
80°
(typ.)
4 pile spaces @ 5'-3" = 21'-0"
Option A
℄ Bent 1
Sta. 9+16
Note:
Details used at both
to be the same depen
on which option is us
60'-0"

PLAN

Scale: 1" = 10'

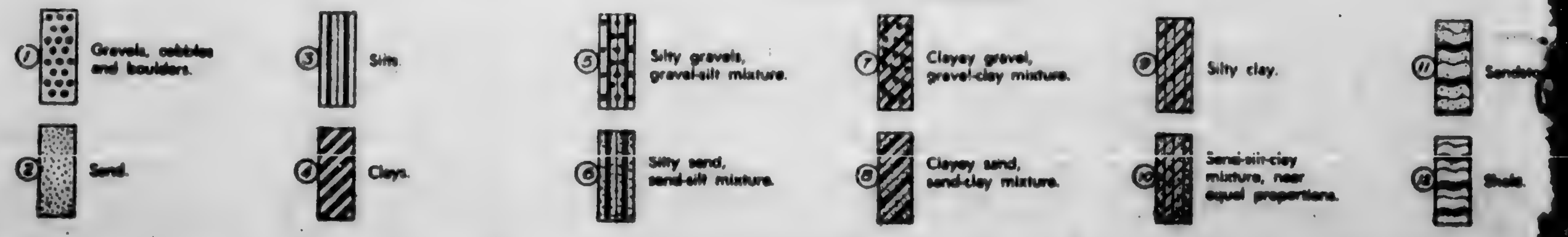

9+00
+50
100
90
80
70
60
50
Test Hole Nº 1
5-4-76
24
19
** 50/11"
** 50/11½"
▽
Core Nº 1 (100%)
** 50/2"
Core Nº 2 (100%)
Core Nº 3 (100%)
SM - Sandy silt & rock.
Layers of soft rock below
Soft vesicular basalt fro
16'. Well fractured cores.

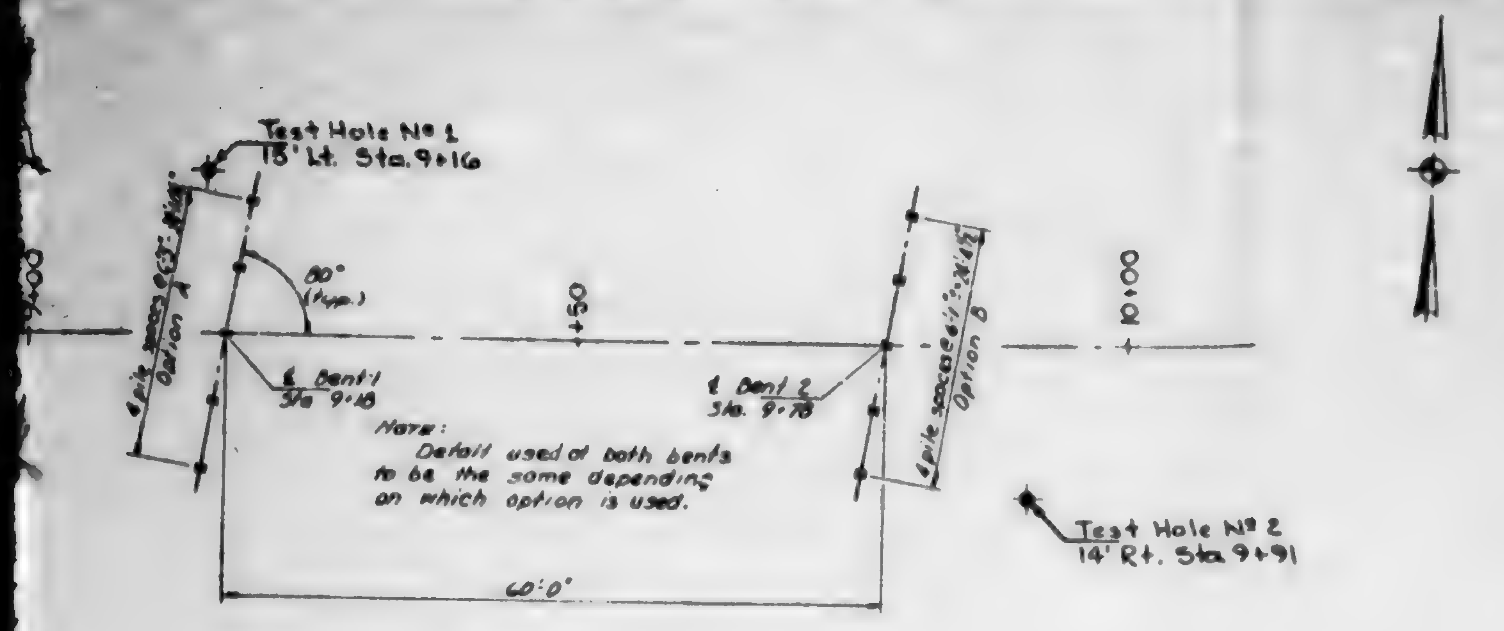
FOUNDATION D

Scale: 1" = 10'

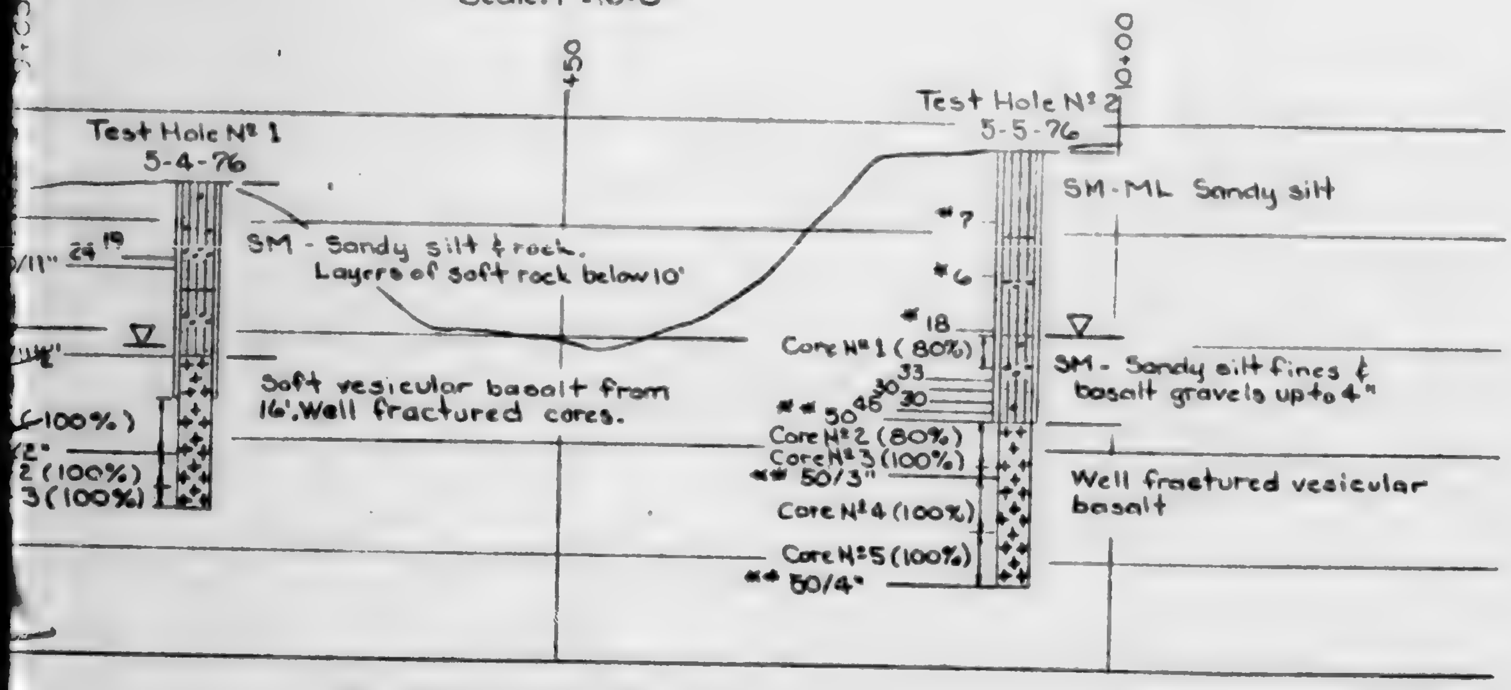
Foundation data shown on this drawing, in some instances, is a consolidation of and a revision in terminology from the original field drilling logs. The original field drilling logs are available for review in the office of the Bridge Engineer in Salem.

LEGEND OF MATERIALS


① Gravels, cobbles and boulders.
② Sand.
③ Silts.
④ Clays.
⑤ Silty gravels, gravel-silt mixture.
⑥ Silty sand, sand-silt mixture.
⑦ Clayey gravel, gravel-clay mixture.
⑧ Clayey sand, sand-clay mixture.
⑨ Silty clay.
⑩ Sand-silt-clay mixture, near equal proportions.
⑪ Sands
⑫ Shale.


Test Hole Nº 1
15' Lt. Sta. 9+16
80° (Typ.)
4 pile spaces @ 3'-9½"
Option A
9+00
+50
10+00
℄ Bent 1
Sta. 9+18
℄ Bent 2
Sta. 9+78
4 pile spaces @ 3'-9½"
Option B
Note:
Detail used at both bents to be the same depending on which option is used.
Test Hole Nº 2
14' Rt. Sta. 9+91
60'-0"

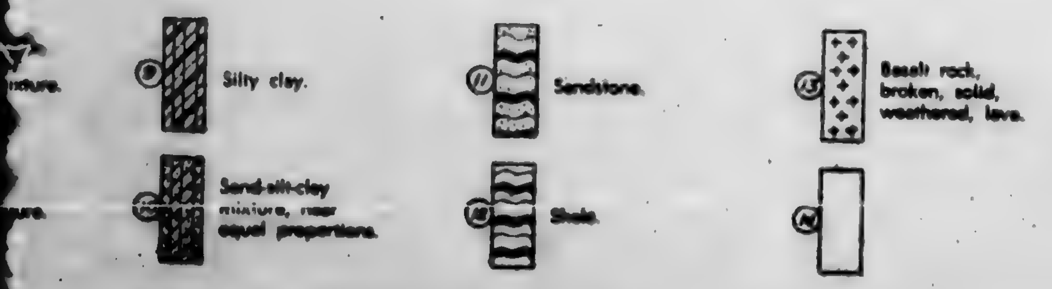
PLAN
Scale: 1" = 10'-0"


+50
10+00
Test Hole Nº 1
5-4-76
Test Hole Nº 2
5-5-76
SM-ML Sandy silt
SM - Sandy silt & rock.
Layers of soft rock below 10'
24 19
/11"
*7
*6
*18
Core Nº 1 (80%)
33
30
30
46
** 50
SM - Sandy silt fines & basalt gravels up to 4"
Soft vesicular basalt from 16'. Well fractured cores.
-100%)
2 (100%)
3 (100%)
Core Nº 2 (80%)
Core Nº 3 (100%)
** 50/3"
Core Nº 4 (100%)
Core Nº 5 (100%)
** 50/4"
Well fractured vesicular basalt

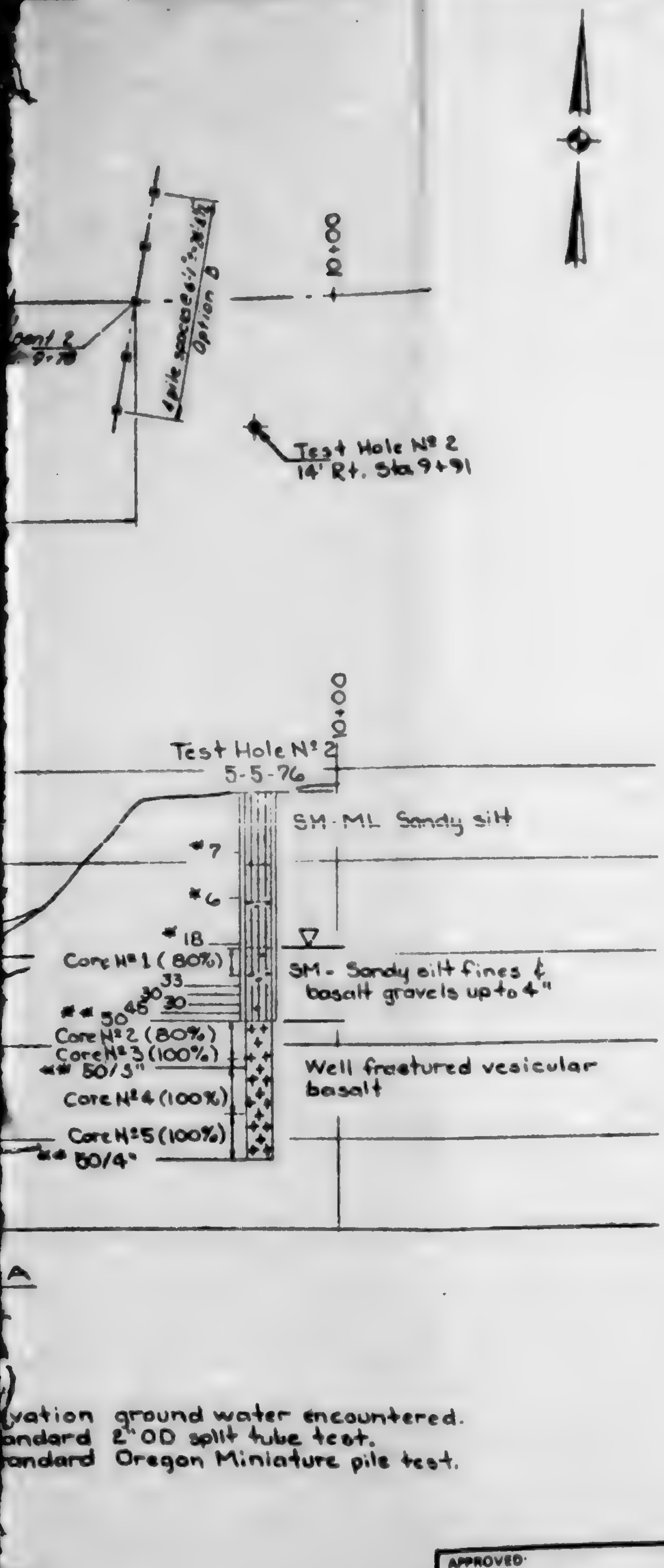
FOUNDATION DATA
Scale: 1" = 10'-0"

▽ Elevation ground water encountered.
* Standard 2" OD split tube test.
** Standard Oregon Miniature pile test.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-
SHOULD BE READ 1"=20'-0"


xture.
xture.
Silty clay.
Sand-silt-clay mixture, near equal proportions.
Sandstone.
Shale.
Basalt rock, broken, solid, weathered, lava.

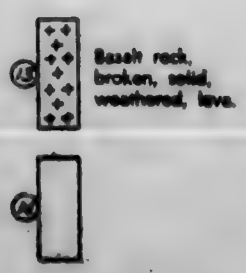
APPROVED:	OREGON STATE HIGHWAY DIVIS
BRIDGE ENGINEER	BRIDGE SECTION
DESIGNED	
DRAWN L.W.	NORTH FORK COLD SPRING
CHECKED J.L.D.	(M.P. 1.2)
REVIEWED	
REVIEWED	
CALC. BOOK 1543	FOUNDATION DATA
DATE / REVISION	DATE 5-28-76
	BRIDGE NO. 10520A
	SHEET 2 OF
	DRAWING



bent 2
9+78
4 pile spaces @ 4'-2" = 16'-8"
Option B
10+00
Test Hole Nº 2
14' Rt. Sta 9+91
10+00
Test Hole Nº 2
5-5-76
SM-ML Sandy silt
#7
#6
#18
Core Nº 1 (80%)
33
30
30
46
## 50
Core Nº 2 (80%)
Core Nº 3 (100%)
## 50/3"
Core Nº 4 (100%)
Core Nº 5 (100%)
## 50/4"
SM - Sandy silt fines & basalt gravels up to 4"
Well fractured vesicular basalt

A

vation ground water encountered.
andard 2" OD split tube test.
andard Oregon Miniature pile test.



Basalt rock, broken, solid, weathered, lava.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE ½"=1'-0"
SHOULD BE READ ¼"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

APPROVED:

BRIDGE ENGINEER

DESIGNED AS
DRAWN L.W.
CHECKED J.L.D.
REVIEWED
REVIEWED
CALC. BOOK 1543

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

NORTH FORK COLD SPRINGS BRIDGE
(M.P. 1.2)

FOUNDATION DATA

DATE 5-28-76
BRIDGE NO. 10520A
SHEET 2 OF 10
DRAWING NO. 31505

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 17, 1976

Salem, Oregon

FILE: Br. 1052[illegible]

FROM:

SUBJECT: North Fork Cold Springs Br.
Holdman-Helix County Road
FAS 30-113
Umatilla County

TO: MEMO TO FILE

The subject crossing of North Fork Cold Springs is located approximately 20 miles northwesterly of Pendleton at M. P. 1.2 on Holdman-Helix County Road #88. Purpose of the project is replacement of the existing timber bridge.

History

Information from the County Road Department pertaining to past flood conditions at the proposed bridge site indicates that, in the past 30 years, the 1964-65 flood was the largest. The Assistant County Roadmaster recalled that the existing waterway was approximately half full and that the existing bridge handled the flood water with no apparent problem. He also said that water was over the roadway about 0.3-mile downstream from the bridge but that the channel becomes shallow and narrow at that point.

Approximately 0.6-mile downstream from the subject bridge, there is a 30-foot-long steel clear span with vertical abutments which provides approximately 150 sq. ft. of waterway area. In 1964-65, water did not inundate this structure and the waterway appeared to be adequate.

Scour and debris has not been a serious problem at the proposed bridge site.

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JUN 17 1976
BRIDGE SECTION

Hydrology

North Fork Cold Springs drains an area of approximately 23 sq. mi. at the proposed crossing. Stream gaging stations for this region are widely scattered and a reliable stream flow analysis cannot be prepared for the proposed crossing. This area is subject to thunderstorms and past history indicates that the 1964-65 runoff was the largest. As indicated by the Assistant County Roadmaster, the existing bridge waterway was about half full. An estimate on that runoff using the slope-area method came to 1300 cfs. Without any more reliable information, 1300 cfs was used as the design flow.

Summary

The County Road Department suggested that the proposed bridge replacement be a 40 to 50-foot clear span with vertical abutments. A 40-foot clear span on vertical abutments will not reduce the existing effective waterway because the proposed abutments would intersect the ground at the high water surface as determined from the estimated 1964-65 runoff.

Flow velocities during extreme high water could be 13+ fps. In the event that embankment slopes come in contact with the flow, they should be blended

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JUN 17 1976
BRIDGE SECTION

with the upstream channel side-slopes to prevent turbulence at the bridge site. Any fresh embankment slopes in contact with the flow should be protected with Class 700 riprap.

Richard L. Lenz
Hydraulics Engineer

By Von E. Hemmert

Von E. Hemmert
Hydraulics Specalist

VH:ka

cc: Frank E. Terpin
Walt Hart
W. E. Schwartz
Don Harwell
Hal Versteeg

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JUN 17 1976
BRIDGE SECTION

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964-65)
Discharge-	cfs	1300	—	1300 (est.)
	m³/s	36.8	—	36.8
Frequency -yrs.		—	100	—
H.W. Elevation Natural Channel	ft.	85.5	—	—
	m.	26.1	—	—
H.W. Elevation Channel Change	ft.	—	—	—
	m.	—	—	—
Average Velocity	fps	13+	—	—
	mps	4	—	—

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Revised 6-18-76

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JUN 18 1976
BRIDGE SECTION

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

North Fork Cold Springs Bridge
M.P. 1.2 Holdman-Helix Co. Rd.
Umatilla County

COMPILED BY: V. E. Hemmert

DATE: June 18, 1976

FAS 30-110

ALL CLEAR 9/27/76

Donald L Trout

ENVIRONMENTAL REVIEW

Section N. Fork Cold Springs (MP 1.2) Br.
Highway FAS 30-110
County Umatilla Region
Type of Work Structure
Funds

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐

DIVISION OF STATE LANDS: Yes - No significant problems

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: NO

FISH & WILDLIFE COMMISSION: Thru DSL

CORPS OF ENGINEERS: N/A (Keyes to Trout 9-20-76)

DEPT. OF ENVIRONMENTAL QUALITY: Noise: All Clear

OTHER: Archaeological: All Clear

FAS 30-110

PACIFIC POWER & LIGHT COMPANY
Pendleton, Oregon

September 1, 1976

Mr. Gerlach
Oregon State Highway Division
P. O. Box 850
LaGrande, OR. 97850

Dear Mr. Gerlach:

In regards to your request for Pacific to relocate 1 line pole on the Holdman - Helix road for the construction of a new bridge.

As per our conversation by telephone it appears that the pole in question #260000 is located in a grading area only and because of the difficulty involved to relocate this pole due to surrounding terrain we would appreciate working with the contractor at time of construction, if the contractor could grade the area next to this pole and still leave enough earth around the pole to keep it standing then Pacific would install a new pole and relocate to the new graded area then remove the old pole.

Pacific sincerely appreciates your co-operation on this project.

Yours very truly,

Harvey Harrison

Harvey Harrison

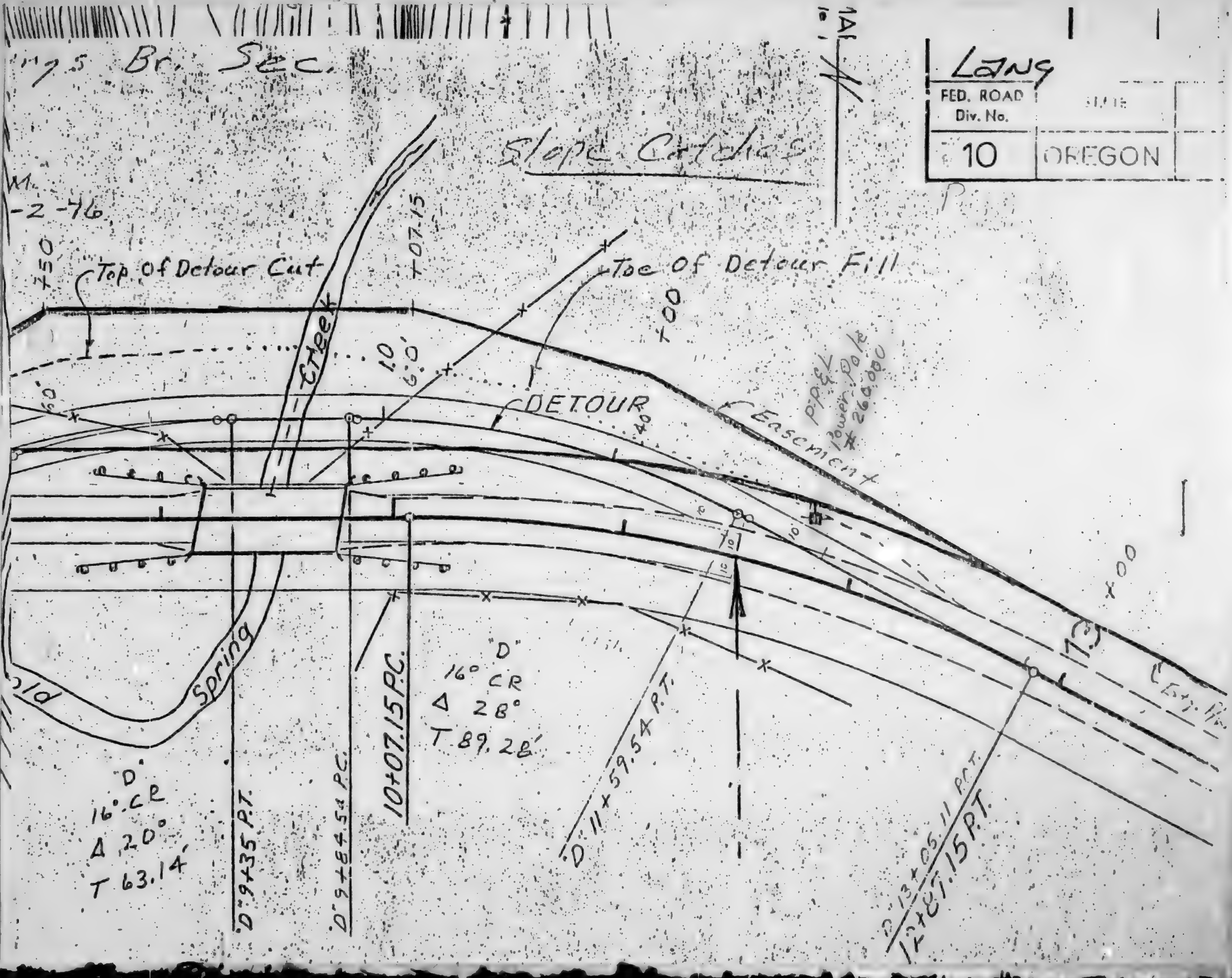
HH:ss
cc: Mr. Van Elsberg
P. O. Box 1245
Pendleton, OR. 97801

REFERRED TO
Beard — Road
✓ Cole — [illegible]
✓ Eriksen FE — Watson
Hager — Wolfe
[✓ Return] Discuss Do [✓ File Copy] Due
[illegible] INAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christiansen DO
Scott
3 Swenson [illegible]
Savage
Trout

RECEIVED
SEP 0 8 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other


Lang
FED. ROAD Div. No.
10
OREGON
ngs Br. Sec.
M.
-2-76
Slope Catches
Top Of Detour Cut
Toe Of Detour Fill
+50
+07.15
+00
+00
Creek
10'
6.0'
6.0'
DETOUR
Easement
40
P.P.&L. Power Pole # 264,000
Spring
Old
"D" 16° CR Δ 28° T 89.28'
"D" 16° CR Δ 20° T 63.14'
"D" 9+35 P.T.
"D" 9+84.54 P.C.
10+07.15 P.C.
"D" 11+59.54 P.T.
"D" 13+05.11 P.T.
12+87.15 P.T.
(13)
Exist. Hwy

8-5

13

July 28, 1976

Board of County Commissioners
Umatilla County
Courthouse
Pendleton, OR 97801

Attention: Jessie M. Bell
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5757

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to construction of the North Fork Cold Springs (M.P. 1.2) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: R. 30-110(1)

STATE PROJECT NO.: N Fork Cold Sprgs Br

COUNTY NAME: Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-97

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED: 4/9/76

DATE AUTHORIZATION EFFECTIVE: 4/9/76

FEDERAL ROUTE NUMBER: Secondary Route 30-110

STATE ROUTE NUMBER: County Road

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	

GENERAL LOCATION:

County Road approximately 1.2 miles east of Holdman

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and one structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $13,000, Federal funds $10,100.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/9/76 approved this roject for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/16/76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $72,000, Federal funds $56,200 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE: 4/9/76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-611-888

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4/9/76

BY (Signature): L.W. Rulien's 3/16/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
97	RS-30-110(1)	0.012	85,000	66,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
North Ford Cold Springs Bridge Section Umatilla County State of Oregon	Preliminary Engineering including utility preparatory work and one structure.

RECEIVED
STATE HWY ENGR
APR 15 '76
REFER TO
[illegible]
FOR
Info Invs R/D D/R [illegible]

REMARKS (Division)

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 4/9/76

SIGNATURE AND TITLE: G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

March 16, 1976

TO: G.L. Green, Division Administrator
Federal Highway Administration

FROM:
L.W. Rulien
Project Management Engineer

SUBJECT: Program Data Submission
Project No. RS-30-710(1)

We are submitting program data for one project, Item No. 97, Project No. RS-30-110(1), "N. Fork Cold Springs Bridge Section," which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-aid Act.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $13,000 with obligation of $10,100 in Federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $72,000 with obligation of $56,200 in Federal funds.

DRH:jw

Encl.

cc: W.E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3-16-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., approx. 1.2 mi. E. of Holdman 21 65	ADT	PRESENT 90	FUTURE 150 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., one bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) RS- 14 23	NUMBER 30-110	SE (1

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Umatilla	CODE 059
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 30-110 (32) · STATE Co. Rd. (36) (37) · U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE				13,000	10,100	2,900	---
5					ROW							
5					CONST (CODE) X080		"N. Ford Cold Springs Bridge Section"		72,000	56,200	7,900	7,900 (Co.)
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS		85,000	66,300	10,800	7,900 (Co.)
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)	REMARKS	

FORM PR-1 (REV. 4-61)

3-16-76

FEDERAL-AID PROGRAM DATA

N (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
rox. 1.2 mi. E. of Holdman		90	150	96	10	Oregon	41	075	97

riter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								RS-	30-110	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
ondary	Umatilla	059	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	30-110	Co. Rd.	

EP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
3			13,000	10,100	2,900	---	P.E. all phases incl. P.E. by utility forces.
							Const. reinf. conc. bridge (approx. L-65'), remove existing str., provide cetour and other incicental work common to this type of project.
	"N. Ford Cold Springs Bridge Section"		72,000	56,200	7,900	7,900 (Co.)	ROW - 60' min.; access control - none; parking restrictions - none
	PROJECT TOTALS		85,000	66,300	10,800	7,900 (Co.)	

REMARKS

- over -

N. FORK COLD SPRINGS BIRDGE SECTION

Project No. RS-30-110(1)

Existing Facility:
Roadway --- Two 9-foot lanes of bituminous surface with 1-foot shoulders.

Structure -- N. Fk. Cold Springs #A-10520, 23-ft. timber span on concrete abutments; HC 20-foot; loading H-13.

Adjacent Sections: Two 9-foot lanes of bituminous surface with 1-foot shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Construct temporary detour structure, remove existing structure and construct, on existing alignment, a reinforced concrete bridge approximately 65 feet in length with horizontal clearance of 30-foot, grade and pave roadway approaches and other incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None

Additional Right of Way: None

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on January 23, 1976.

IM 50-1-70 Requirements

(a) State Clearinghouse --- Exempt from
A-95 review
ment.

(b) District 12 Clearinghouse - It is our c
is a quasi-
if it were
representat
district or
a signed wo
effect.

FHPM 7-7-5 Requirements:

(a) Public Hearings --- None required unde
(Category 3 projec

(b) Location/Design --- Not a factor in th
project.

Data for PR-37: Preliminary Engineering:

Field Work
P.S.&E. Preparatio

Note: This project is in Congressional District

COLD SPRINGS BIRDGE SECTION

ject No. RS-30-110(1)

ot lanes of bituminous surface with houlders.

Cold Springs #A-10520, 23-ft. timber concrete abutments; HC 20-foot; H-13.

ot lanes of bituminous surface with houlders.

er this project consists of the ng:

eering all phases including preliminary ility forces.

ry detour structure, remove existing struct, on existing alignment, a te bridge approximately 65 feet in ontal clearance of 30-foot, grade approaches and other incidental work pe of project.

ilroads, Water Developments, Areas: None involved.

n Standards: None

one

on-major action project concurred in 1976.

IM 50-1-70 Requirements

(a) State Clearinghouse --- Exempt from State Clearinghouse A-95 review under working agreement.

(b) District 12 Clearinghouse - It is our contention that this is a quasi-clearinghouse, for if it were fully operational or representative of its respective district or both, it would have a signed working agreement in effect.

FHPM 7-7-5 Requirements:

(a) Public Hearings --- None required under Oregon Action Plan (Category 3 project).

(b) Location/Design --- Not a factor in the development of this project.

Data for PR-37: Preliminary Engineering:

Field Work	$11,500
P.S.&E. Preparation	1,500
Total	$13,000

Note: This project is in Congressional District No. 2.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
January 28, 1976

FILE: PRO 4-3

FROM: L. W. [illegible]
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
N. Fork Cold Springs Br. Sect.
County Road No. 88
Umatilla County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
ESH
Hunter
Date 1-29-76

BLG:ljt
Attach.

RECEIVED
STATE HWY ENGR
JAN 28 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 23, 1976

In reply refer to: 1041DA

SUBJECT: Oregon Project RS-30-110(-)
N. Fork Cold Springs Bridge Section
County Road #88
Umatilla County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's January 12 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

PROJECT MANAGEMENT
JAN 26 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | [illegible]

RECEIVED
STATE HWY ENGR
JAN 26 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

Cy Schroeder

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date January 6, 1976

A. PROJECT IDENTIFICATION

Name of Project N. Fork Cold Springs Bridge Section (Section) RS-30-110(-)

Location of Project - County Road #88 Holdman-Helix (Highway Name) Hwy FAS 30-110 (Highway No., US - ORE)

(City) Umatilla (County) V (Region)

Program FAS-C (Funding) $72,000.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace obsolete bridge in order to provide a safe structure for the motoring public. This road carries farm products, buses, mail and other vehicles.

Origin and History: Need was established by FAS-C Advisory Committee thru the Umatilla County Board of Commissioners.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length

Termini Approximately 200 feet east and west of North Cold Springs Creek. Bridge replacement is located about 1.2 miles east of Holdman.

Alignment (new or existing) Existing

CATEGORY
3 PROJECT
Non-major

Form (2)9-74

Description of Project (con)

Right-of-Way (acreage and type of land use) N.A.

Typical Section N.A.

Bikeway Consideration will be given. However, there is presently no demand and would be uneconomical for amount of use it would receive.

Structures Approximately a 61' x 28' concrete structure is proposed.

Additional Facilities N.A.

Access Control N.A.

Materials Design to be established, anticipate prestressed concrete slab span.

Borrow and Waste Disposal N.A.

Special Construction Methods N.A.

Characteristics (ADT) 250 - 300 primarily farm generated.

Other General Information (or Supplemental information to items)

None

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternatives for the project are limited to a "no build" which would result in continuing deterioration.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) No imput to date, except that of FAS-C Committee, other imput will be solicited when project is approved.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type______ Tentative Date(s)______

A-95 Review: ☐ Not Required ☒ Required

Date Submitted______ Date Received______

Expected Coordination with Local, State and Federal Agencies Full coordination with local, state and federal agencies is expected.

Expected Coordination with Individuals, Groups, and Organizations During Project Development Full coordination with individuals, groups and organizations as required.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization______________

☐ Reconnaissance____________________

☐ Field Location____________________

☐ Office Location___________________

☐ Field Prel. Design________________

☐ Office Prel. Design_______________

☐ Final Design______________________

☐ Contract Plans____________________

FHWA

Status Date

☐ Systems Planning__________________

☐ Prel. Engineering_________________

☐ Corridor Approval_________________

☐ Design Approval___________________

☐ Plans, Specifications and Estimates Approval______________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)___________

Bridge is located across North Cold Springs approximately 1.2 miles east of Holdman on Holdman-Helix County Road. Existing land use is wheat, grazing and waste land. North Cold Springs a considerable portion of central Umatilla County and has large stream flow during run-offs.

Wildlife found in the area include deer, coyote, rabbit, pheasant and also influx of migrating fowl in season. No fish in stream as it is completely dry during some seasons. Stream flows are flexible depending on season, thunderstorms are common.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The site is of a rural agriculture nature and is unaffected by noise other than farming or vehicular traffic. Air contamination is unlikely due to project. Minimal increase in the noise level is expected due to construction.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None anticipated. However, temporary construction easements may be required to provide for a detour.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   Permanent traffic changes are not anticipated. However, it will be necessary to establish a temporary detour during construction.

   Consequences:

   No lasting consequences expected.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

No changes are expected, directly or indirectly.

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources:

No adverse effects are expected since the proposal crosses an intermittant stream with little if any fisheries resources.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      N.A.

   b. Noise Standards

      N.A.

   c. Water Quality Standards

      N.A.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

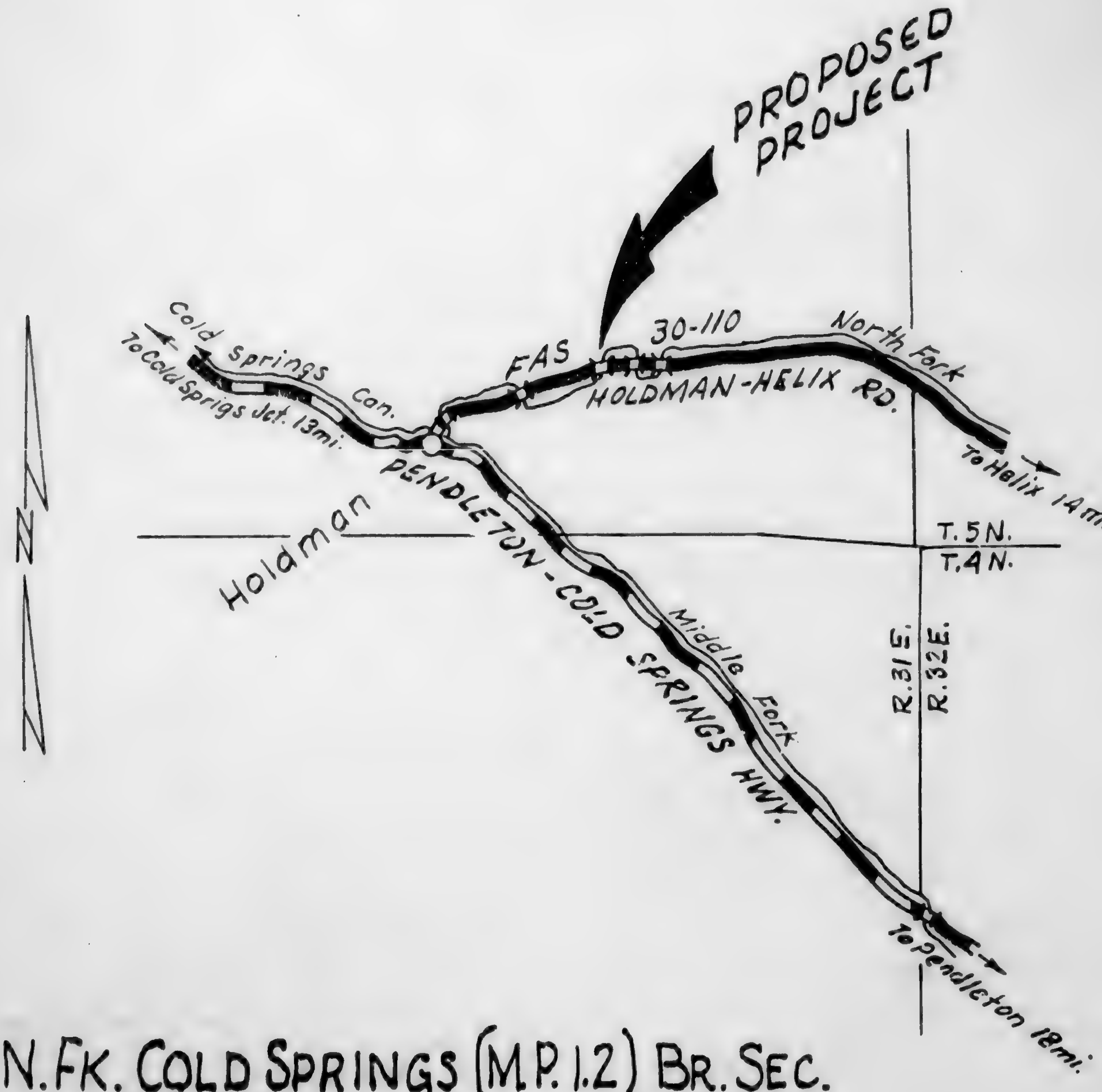
K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________



PROPOSED PROJECT
FAS
30-110
North Fork
HOLDMAN-HELIX RD.
To Helix 14mi.
Cold Springs Can.
To Cold Sprigs Jct. 13mi.
Holdman
PENDLETON-COLD SPRINGS HWY.
Middle Fork
T.5N.
T.4N.
R.31E.
R.32E.
To Pendleton 18mi.
N

N.FK. COLD SPRINGS (M.P. 1.2) BR. SEC.

HOLDMAN-HELIX RD. FAS 30-110

Umatilla County

8-50

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 14, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed FAS-C Project**

Attached is a tabulation and map describing and locating a proposed FAS-C project in Umatilla County.

This project is to replace the bridge over the North Fork Cold Springs on the Holdman-Helix County Road, FAS 30-110. The FAS funds required for this structure are estimated to be approximately $72,000, of which $7,920 will be the cost to the State.

This project will be on the agenda for the January 22 meeting and I recommend your approval.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
Walt Hart
V. E. Skoog
Jack Graham
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Don Harwell
W. E. Schwartz
Gary Sund

HR:dp srb

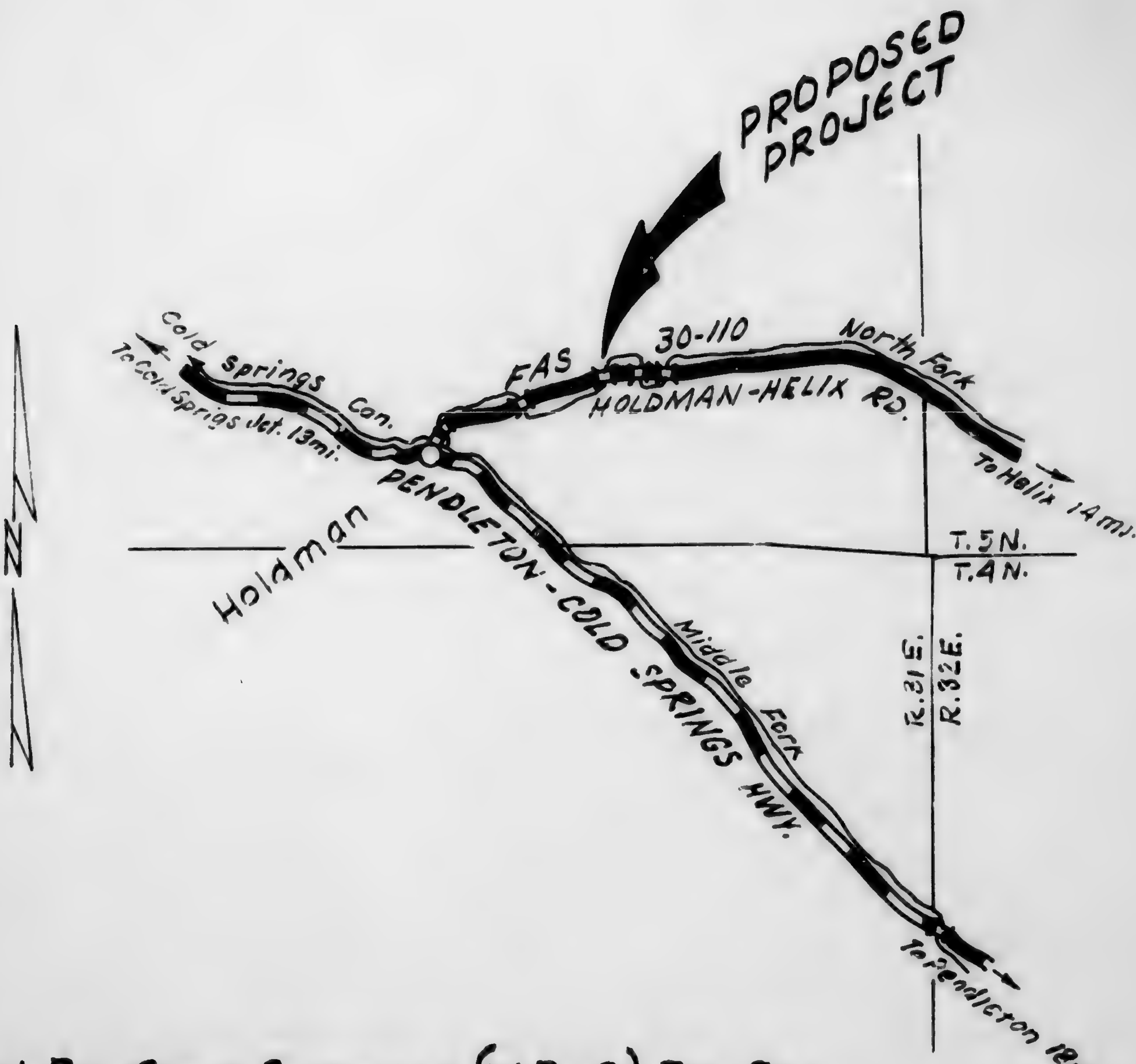
UMATILLA COUNTY
Proposed FAS-C Project

FAS 30-110
N. Fork Cold Springs (MP 1.2) Bridge
Structure and approaches
$72,000.00

Construct a reinforced concrete bridge 65 feet long with a 30-foot clear roadway. No sidewalks. Construct and maintain detour. Contractor is also to sign outside work area, construct the approaches, install guardrail, remove and dispose of the existing bridge and place riprap. No additional right-of-way.

State to make survey and award the contract and install the permanent signing.

76-a
1/7/75


PROPOSED PROJECT
Cold Springs Con.
To Cold Springs Jct. 13mi.
FAS 30-110
North Fork
HOLDMAN-HELIX RD.
To Helix 14mi.
T.5N.
T.4N.
R.31E.
R.32E.
Holdman
PENDLETON-COLD SPRINGS HWY.
Middle Fork
To Pendleton 18mi.
N

N.FK. COLD SPRINGS (M.P. 1.2) BR. SEC.

HOLDMAN-HELIX RD. FAS 30-110
Umatilla County

8450 N. Fork Cold Springs Br. 1976
Sec. N. of Pendleton
(Grading & structure)

CONFIDENTIAL

8450

ARCHAEOLOGICAL SURVEY OF THE NORTH FORK COLD SPRINGS BRIDGE SECTION, HOLDMAN-HELIX ROAD, UMATILLA COUNTY, OREGON

Contract between
Highway Division
Oregon State Department of Transportation

and

University of Oregon
Museum of Natural History

CONFIDENTIAL
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DO NOT DISTRIBUTE OR DUPLICATE

by

Richard M. Pettigrew

and

David L. Cole

Museum of Natural History
Eugene, Oregon
April 6, 1977

MNH SurveyReport 77-6

ARCHAEOLOGICAL SURVEY OF THE NORTH FORK COLD SPRINGS BRIDGE SECTION, HOLDMAN-HELIX ROAD, UMATILLA COUNTY, OREGON

INTRODUCTION

An archaeological survey of the proposed North Fork Cold Springs Bridge Section of the Holdman-Helix Road (FAS 30-110), in Umatilla County, Oregon, was completed under a contract between the Highway Division of the Oregon State Department of Transportation and the University of Oregon Museum of Natural History (MNH). The purpose of the survey was to evaluate the potential impact of the proposed project upon the archaeological resources of the project area.

Richard M. Pettigrew, Research Associate and Survey Archaeologist for Highways, MNH did the background research and field work and drafted this report. David L. Cole, Curator of Anthropology (MNH) and Principal Investigator for the contract with the Highway Division, edited this report and agrees with the recommendations.

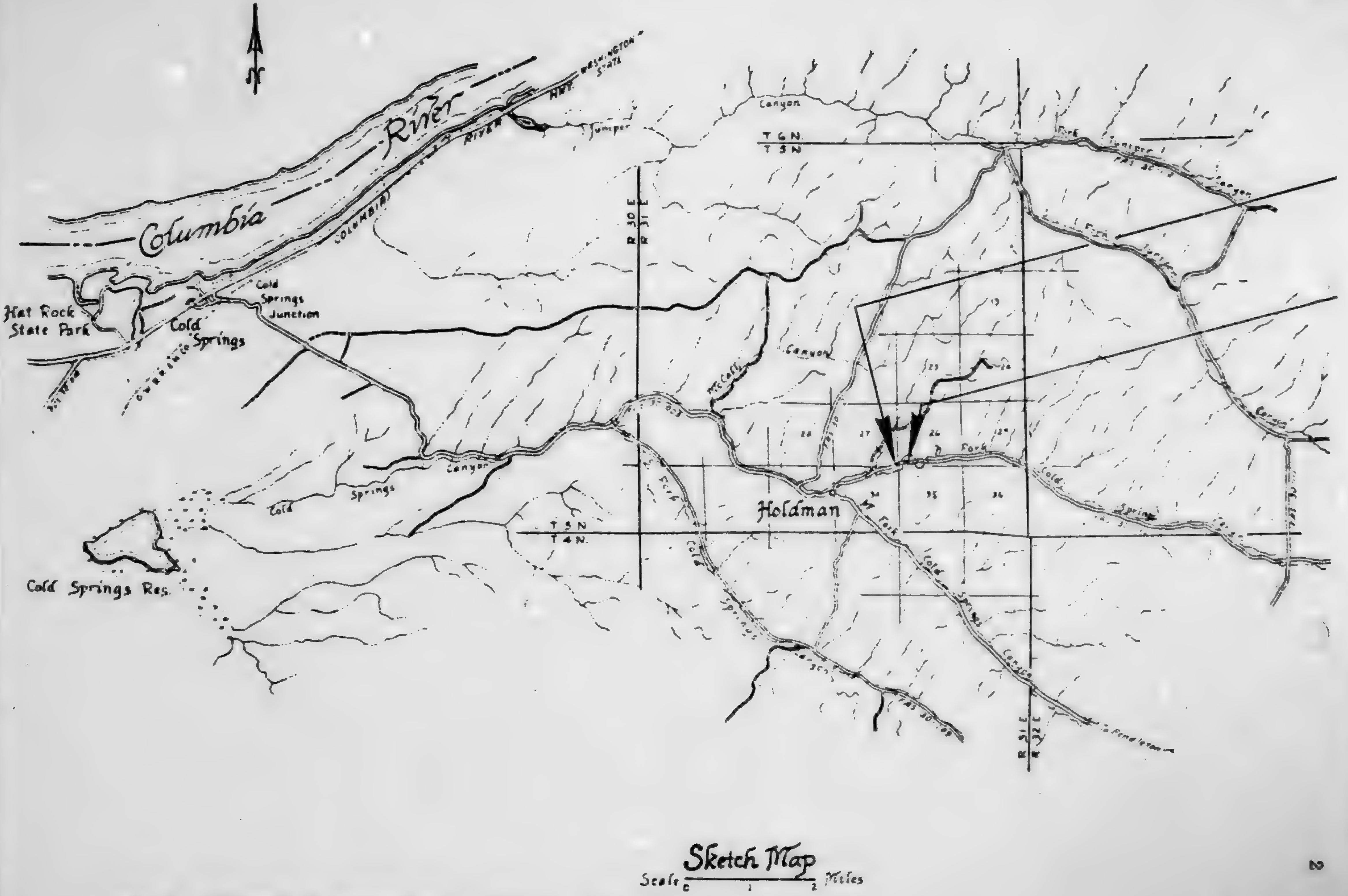
Pettigrew surveyed the project on September 9, 1976. The areas investigated were those indicated in the plans for the project, including the map, scale 1" = 100', supplied by the Highway Division.

The Oregon Archaeological Survey files of MNH were searched for information of site locations and previous archaeological surveys in the project vicinity and library references were examined for accounts of aboriginal use. The Paleontology locality file of MNH was searched for records of fossil localities.

THE SETTING

The proposed highway project is to replace an obsolete bridge over North Fork Cold Springs Creek, and to construct a detour, during construction, between highway stations 13 and 17 (Oregon State Highway Division (OSHD 1976). The project area is 1.2 miles east of Holdman, Umatilla County, Oregon, and is located in the SW-1/4 of the SW-1/4 of sec. 26, T. 5 N., R. 31 E., Will. Mer., at an elevation of 1100' above sea level (cf. Map 1).

The project area lies within the Deschutes-Umatilla Plateau (Dicken 1955), described by Ewart M. Baldwin (1964:87) as a lava plateau with intrenched streams forming steep-walled canyons. The bridge to be replaced is in a gorge carved out of the basalt bedrock by North Fork Cold Springs Creek. The fill for the roadbed at both approaches to the bridge lies on alluvium deposited by the creek. At the bridge, the gorge is narrow, about 100' wide, and the alluvial fill about 50' wide, between


Columbia
River
Columbia River Hwy
Washington State
Juniper
Hat Rock State Park
Cold Springs
Cold Springs Junction
Cold Springs Res.
Cold Springs Canyon
Canyon
McCall Canyon
Holdman
T 6 N
T 5 N
T 5 N
T 4 N
R 30 E
R 31 E
R 31 E
R 32 E
Fork Juniper Canyon
Fork Cold Springs Canyon
19
23
24
25
26
27
28
35
36
to Pendleton
Sketch Map
Scale 0 1 2 Miles

Map 1. LOCATION OF PROJECT AREA (ARROWS). *From OSHD, 1976.*

the canyon walls. All of the alluvial deposit appears to be on the active floodplain of the creek, and shows evidence of stream erosion.

Of some importance to the interpretation of the archaeological potential of the project vicinity is a phenomenon called the Spokane Flood. This massive flood that occurred in the final phase of the Pleistocene epoch was caused by the collapse of an ice dam blocking the outlet of glacial Lake Missoula. An estimated 500 cubic miles of water swept across the Columbia Basin of eastern Washington and down the Columbia River, eroding away topsoil as well as portions of bedrock. The high water mark of the flood is estimated at 1150 feet at Wallula Gap only 13 miles north of the project area (Baker 1973:15), and between 1000 and 1100 feet at The Dalles (Baldwin 1964:93). The project area, at 1100 feet in elevation, would have been close to the edge of the flood waters; thus, an archaeological site present in the vicinity before the flood could have been left intact.

The date of the Spokane Flood is uncertain; Baker (1973:12) estimates a date of 22,000 B.P. It is unlikely that the Pacific Northwest had a human population at this early time. More recently, however, Hallett H. Hammatt of Washington State University reported radiocarbon dates of 13,000 and 14,000 B.P. from samples taken beneath flood deposits (Hammatt 1976:2), indicating that the flood occurred after that time and before the earliest date from archaeological sites (ca. 10,500 B.P.). If Hammatt's conclusion is correct, then the project area could have been inhabited at the time of the Spokane Flood, and an archaeological site of that antiquity there could have been preserved.

The climate in the region is characterized by very warm summers (July mean maximum temperature 33.5° C.), cool but not extreme winter temperatures (January mean minimum temperature between -5° and -2.5° C.), and low precipitation (mean annual precipitation between 20 and 30 cm.) (Franklin and Dyrness 1973:39-41). This climatic regime has resulted in the dominance of a vegetational community termed Shrub-Steppe by Franklin and Dyrness (1973:209-233), in which sagebrush and bunchgrass are the most common plants. Trees are absent, except occasionally along stream banks.

North Fork Cold Springs Creek, over which the proposed bridge passes, is an intermittent stream, flowing only during periods of precipitation, more commonly during the winter, and in the summer only after cloudbursts accompanying thunderstorms (OSHD 1976:4). There is no fish population of any size (Smith 1973).

Most of the animals said to inhabit the project area are small, deer being the only large game species present (OSHD 1976:4). The deer habitat is limited by the lack of water, however, so deer are more commonly found in higher elevations in the Blue Mountains, which are 30 miles to the south and east of the project area (Smith 1973:37-39, 70).

ETHNOGRAPHIC BACKGROUND

The proposed project is in the Plateau Culture Area as defined by A.L. Kroeber (1939), and is in the vicinity of three Plateau ethnic groups, the Umatilla, Walula (also called Walla Walla), and Cayuse. Various authors differ about the boundaries of the areas claimed or utilized by these peoples. Verne F. Ray, in an early paper (1936), has the project area located in the place where all three territories meet, and, in a later paper (Ray and others 1938), on the border between the Umatilla and Cayuse. The problem is perhaps solved by Robert Suphan (1974), who demonstrates that the concepts of boundaries and trespass were foreign to native culture, and that even fishing sites could be used by people from different ethnic groups. Given this fact, and the Plateau way of life held in common by all three groups, it appears probable that the project vicinity was used by bands of Umatilla, Walula and Cayuse alike.

The focus of Plateau subsistence was the major stream with its runs of salmon, the staple food (Suphan 1974). Permanent winter villages were located on these streams, which, in the vicinity of the proposed project, are the Columbia, Umatilla and Walla Walla Rivers. With the arrival of the salmon, people moved to the temporary fishing camps, also located on the major streams. At the same time, others collected roots, particularly camas, for winter storage. Warm-season activities also included hunting, most of which was in the mountains. The population again became concentrated in the winter villages at the time of the first snow.

Given the Plateau economic pattern outlined above, it seems unlikely that the project area, at least with the present climate, offered enough desirable resources to justify regular exploitation. North Fork Cold Springs Creek is intermittent and has no salmon run, there are no meadows nearby where camas would likely grow in substantial quantities, and most of the deer and elk populations tend to range further south nearer the Blue Mountains.

PREVIOUS ARCHAEOLOGICAL WORK

Professional archaeology in Umatilla County began with the efforts to record and salvage archaeological sites on the Columbia River that were to be inundated by the reservoir behind McNary Dam. The first archaeological survey of the reservoir area was conducted, in 1947 by the Smithsonian Institution River Basin

Surveys (Drucker 1947, 1948; Fenenga n.d.). Excavations began the next year and continued through 1951. The principal reports of the results of this work are those by Douglas Osborne (1957); Joel Shiner (1961); and Osborne, Bryan and Crabtree (1961); but other reports and papers were produced as well (Simpson 1948; Osborne and Shiner 1950, 1951a, 1951b; Osborne 1949a, 1949b, 1951; Shiner 1951, 1954; Kroll 1957; McLeod 1957; Newman 1957; Borden 1958, 1959; Carlson 1958; Garth 1952).

Another site on the Columbia River, in Umatilla County, excavated during a reservoir salvage program, is the Umatilla Site (35 UM 35), excavated as part of the John Day Project by the University of Oregon (Cole 1966). The Mid-Columbia Archaeological Society further excavated Site 35 UM 35 during 1970-71 and 1972-73 (Carmichael 1972, Den Beste 1972, Den Beste and Den Beste 1973).

Other archaeological work in Umatilla County includes the survey of a gas pipeline (Daugherty and Mallory 1961, Combes 1962), two surveys of reservoirs (Osborne 1948; Cole, Southard and Fagan 1968), and a survey of the proposed Alumax aluminum plant (Brauner 1976).

A search of the Oregon Archaeological Survey files reveals no recorded sites within six miles and six sites within 11 miles of the project area. All of these sites were recorded as part of the survey of McNary Reservoir in 1947, and are located adjacent to the Columbia River.

Although no sites are known in northwestern Umatilla County, in interior areas back from the Columbia River, it is considered likely that at least short-term camp sites do exist there. The lack of recorded sites is probably the result of the paucity of archaeological surveys. It is possible that sites eventually found in the region will have major significance, owing to their protection from the major Columbia River floods that have altered or destroyed much of the archaeological record in the sites along the river. Interior sites may provide a record of ancient periods for which we now have very little information, and it is conceivable that sites above 1100 feet in elevation could date from a time before the Spokane Flood, if that flood did indeed occur approximately 13,000 years ago.

THE SURVEY

All areas to be affected by the proposed project were closely examined, with special attention to any evidence of geological deposits of early post-glacial age. The soils were exposed, and the vegetation was very little hindrance to observation.

RESULTS

No evidence of aboriginal use of the project area was observed during the

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ground search. As a result, while we cannot discount the possibility that evidence of habitation will be discovered, we cannot identify archaeological resources that will be disturbed by the proposed construction activities.

RECOMMENDATIONS

No action is required to mitigate the impact upon known archaeological resources, since no sites were found in the project area. It is still considered possible, however, that, during the removal of deposits by construction, buried sites may be uncovered that unavoidably escaped notice during the survey. Such a circumstance is covered by Section 105.13, Standard Specifications for Highway Construction (Oregon Transportation Commission 1974), which stipulates that archaeological finds uncovered during construction be adequately recorded or preserved before they are destroyed. In order to implement this provision, the following recommendation is made:

If archaeological remains are encountered during construction, the Museum of Natural History should be contacted for further instructions. If necessary, an archaeologist will be sent to the site as soon as possible to evaluate the find and determine what further action should be taken.

The kinds of evidence that will indicate that an archaeological site is present, and the things to report, are: flakes and artifacts of flint-like stone, generally white to yellow or brown in color; fist-size cobbles with chipped or battered edges; charcoal lenses with or without fire-broken stone; mussel shells; and bones. Cemented hardpan deposits are common in this region and archaeological sites often are found beneath them.

PALEONTOLOGICAL SITES

A search of the Paleontology site files of MNH shows that at least five fossil localities have been recorded that are within five miles of the highway project. Specimens of Mammuthus, a Pleistocene elephant, have been found in several sites in North Fork Cold Springs Canyon along the Holdman-Helix road. The presence of Pleistocene deposits, which are uncommon in Oregon, and the presence of faunal remains, particularly elephant, means that discovery of the fossils could have significance for both paleontology and archaeology. Therefore it is recommended that if fossil bones are found during construction, work at the place of discovery should be stopped and the Museum of Natural History should be contacted for further instructions.

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8451 Minam-Enterprise Sec. of 1976
the Wallowa Lake Hwy.
(Slope impr. & rock barrier)

2451

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: State (H. S. Coulter
Washington, D.C. (HHO-32)

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEL L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wallowa	DIVISION Oregon
DATE OF REPORT 10-12-78	REPORT MADE BY Vincent Tabor, Asst. A.E.		PROJECT NO. F-7(1)
COMPLETION DATE 9-16-77	ACCEPTANCE DATE BY CONTRACT AGENCY 11-1-77	TIME ELAPSED $\frac{194}{200}$ = 97 %	CONTRACT TIME 200 workdays
APPROVED EXTENSIONS None	LOCATION SR 82, 1.5 miles N.E. of Union County Line, S.E. 23 miles (3 locations)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WALLOWA LAKE HIGHWAY
Slope Improvement at MP 34.5, 37.5 and 57.2

The contract provided for construction of rock fallout fences and wire netting on slopes at the subject locations.

Original overall costs were estimated at $109,216 and final costs at $112,800 for an overrun of approximately 3 percent. This was generally due to additiona engineering.

The completed work was inspected and recommended for acceptance on August 9, 1978.

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STATE HWY ENGR
OCT 25 '78
REFER TO
FOR
Info | Inves | R.O. | D.R. | Sig. | | File

10-23-75
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COPY SENT
OCT 20 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED BY Original Signed by D. B. Carter Area Engr.		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-16-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-276 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-27-78	m Approved; O M B No. 04-R2089 State Oregon County Wallowa Project Number F-7 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 8, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 109,215.00	$ 116,500.00
Federal funds	$ 93,706.00	$ 99,922.00
Other revisions		

This modification is made for the following reasons:

Increase in cost of construction bid items, and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of September, 19 78.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

By
(Division Administrator)

Technical Services Engineer
(Title)

For: G. L. Green

XXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

File

Oregon State Highway Division
Salem, Oregon September 26, 1978

Federal Aid Project
No. F-7 (1)

Minam-Enterprise (M.P. 34.5, M.P. 37.5 & M.P. 57.2) Section
Wallowa Lake Highway
Wallowa County

Revised Project Agreement Estimate.

Type Code Y106
Slope Flattening (M.P. 34.5 to M.P. 34.9)
(M.P. 37.5 to M.P. 38.1) (M.P. 57.2 to M.P. 57.5)

Subtotal of Previous Estimate of November 29, 1976 $ 95,385.00

Previous Estimate

Front End Loader	150 hrs.	47.50	$ 7,125.00
Roadside Seeding and Mulching	1.2 acres	1,000.00	1,200.00
		TOTAL	$ 8,325.00

Revised Estimate

Front End Loader	193.5 hrs.	47.50	$ 9,191.25
Roadside Seeding and Mulching	2.5 acres	1,000.00	2,500.00
Add Rock Fencing P.A.#2		All Required	2,550.00
		TOTAL	$ 14,241.25
		Difference	5,916.25
		Subtotal	$101,301.25
		Engineering	15,198.75
		TOTAL	$116,500.00

Length of Project ------------- 0.00 mile

Federal Funds ------------------ $ 99,922.00
State Funds -------------------- 16,578.00
TOTAL $116,500.00

Group 1 - 100%
Contract - 8451
Prefix - 32-1045

845 15

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-206	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12 8 76	State Oregon County Wallowa Project No. F-7(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 82, 1.5 mi. NE of Union Co. Line, SE 23 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-29-76	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 109,215	$ 93,706

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By ____________________
(Title)
By ____________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 12-8-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

Oregon State Highway Division
Salem, Oregon, November 29, 1976

Federal Aid Project
No. F-7(1) Safety

Minam-Enterprise (MP 34.5, MP 37.5 and MP 57.2) Section
Wallowa Lake Highway
Wallowa County

Project Agreement Estimate.

Type Code Y106
Slope Flattening (MP 34.5 to MP 34.9) (MP 37.5 to MP 38.1) (MP 57.2 to MP 57.5)

Mobilization	All Required		$ 5,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	466 Sq.Ft.	7.50	3,495.00
Flagmen	950 Hour	16.00	15,200.00
Clearing & Grubbing	All Required		1,500.00
Moving Cost	All Required		2,000.00
Tractor with Dozer	170 Hour	47.50	8,075.00
Dump Truck	440 Hour	30.00	13,200.00
Front End Loader	150 Hour	47.50	7,125.00
Blade Grader	80 Hour	40.00	3,200.00
Laborer	20 Hour	17.50	350.00
Concrete Manholes	1 Only	1,250.00	1,250.00
Concrete Barrier	1,250 Lin.Ft.	17.25	21,562.50
Rock Protection Fence	1,150 Lin.Ft.	7.85	9,027.50
Roadside Seeding and Mulching	1.2 Acres	1,000.00	1,200.00
Wire Netting on Slope	0.8 Acre	1,500.00	1,200.00
	Subtotal		$ 95,385.00
	Engineering		13,830.00
	TOTAL		$109,215.00

Length of Project - - 0.00 mile

Federal Funds (85.80%)	$ 93,706
State Funds	15,509
TOTAL	$109,215

Group 1-100%
Contract No. 8451
Prefix No. 32-1045

8451

November 4, 1977

Federal Insurance Co.
Bonding Department
1400 Plaza 600
6th and Stewart St.
Seattle, Washington 98101

Gentlemen:

Contract No. 8451 awarded to D Mc D Corporation for work on the Minam-Enterprise (M.P. 34.5, M.P. 37.5 and M.P. 57.2) Section of the Wallowa Lake Highway in Wallowa County was completed on September 16, 1977, and accepted by the State Highway Engineer on November 1, 1977.

Final payment in the amount of $500 will be released to the contractor after November 9, 1977. The total contract amount is $99,425.40 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc D Mc D Corporation
Z Avenue
La Grande, OR 97850

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8451

Final Report 25

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Minam - Enterprise		WEEK ENDING September 30, 1977
		SECTION PREFIX 32-1045
HIGHWAY Wallowa Lake		COUNTY wallowa
NAME OF JOB Minam - Enterprise	KIND OF WORK Slope Improvement	
CONTRACTOR D Mc D Corp.	CONTRACT NUMBER 8451	FEDERAL AID PROJECT NUMBER F 7(1)
DATE OF CONTRACT October 27, 1976	DATE WORK STARTED April 11, 1977	ESTIMATED COMPLETION DATE September 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 3 SUPERVISION 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 194
PROJECT AUTHORIZATION $ 109,215.83	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98
EXCLUSIVE OF ENGINEERING: $ 99,677.33	ENGINEERING AUTHORIZATION $ 9,538.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 99,677.33	ENGINEERING COST TO DATE $ 12,005.00 This week $ 0.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN – %	PERCENT OF AUTHORIZATION 126 %	DATE PROJECT WAS COMPLETED: September 16, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	25	Shwrs	0		
MONDAY	26	Cldy	0		
TUESDAY	27	Cldy	0		
WEDNESDAY	28	Shwrs	0		
THURSDAY	29	Cldy	0		
FRIDAY	30	Shwrs	0		
SATURDAY	24	Shwrs	0		

Routing

Keesey
Bond
Jackmond
Hopkins
Johnsen
Inloes

RECEIVED
OCT 3 1977
CONSTRUCTION SECTION

Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No activity
MONDAY 26	Installing additional fencing on P.A. #3 @ m.p. 57.2.
TUESDAY 27	Completed installation of fence. on P.A. #3
WEDNESDAY 28	No activity
THURSDAY 29	No activity
FRIDAY 30	No activity
SATURDAY 24	No activity

REMARKS

STATUS: All work completed- Semi-final estimate and records submitted to Region 9-29-77.
Third notification pending final wage cets.,etc.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1-T

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8451

Order No. 1

Section Minam-Enterprise (MP 34.5, 37.5 & 57.2)

Date April 19, 1977

Highway Wallowa Lake

F.A.P. No. F-7(1)

County Wallowa

Prefix 32-1045

Account No. 270-01

Description of Work To Be Done:

Sweep roadway as required to remove dust hazard during slope improvement excavation work.

Location by Station Numbers:

M.P. 34.5

M.P. 37.5

Estimate of Quantities and Costs:

Total estimated cost - - - - - - - - - - - - - - $500.00

Explanation:

Contractor is not equiped to broom roadway surface. Maintenance forces has equipment available at Elgin maintenance yard.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 109,215.83
Present estimate of project cost, including $ 500.00 for work under this order	$ 109,215.83
Expected under-run / over-run (amount)	$ -
Expected under-run / over-run (per cent)	-

Space to right of this line is for use of Salem Office

Submitted by: Joseph A. Schlieske
Joseph A. Schlieske
Resident Engineer

Approval Recommended: Ralph D. Allen
Regional Engineer

DC
4-27-77

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
4-22-77
Construction Engineer

R+EFV
7

SP*79602-734

8451

November 5, 1976

Mr. Floyd W. Wisely, Deputy
Wallowa County Grange
515 W. North Street
Enterprise, OR 97828

Dear Mr. Wisely:

The rock fall area at Wade Point referred to in your October 8 letter is included in the Minam-Enterprise Section (M.P. 34.5, 37.5 and 57.2) of Wallowa Lake Highway, on which bids were taken October 21, 1976.

Plans call for construction of a rock fall-out area, the installation of concrete shoulder barrier and rock protection fence. The contractor will be given 200 calendar days to complete the work.

Detailed information pertaining to this project may be obtained from W. E. Schwartz, Regional Engineer, at 211 Adams Avenue in La Grande; telephone number 963-3177.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
R. L. Schroeder (enc.)
J. H. Versteeg
W. E. Schwartz "

DOC:az/ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 19, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Minam-Enterprise (MP 34.5, 37.5, 57.2)
Wallowa Lake Highway
Wallowa County

Attached is a rough draft reply to Mr. Wisely's letter of October 8, 1976. Bids will be opened on this project October 21, 1976.

Plans for this project call for the following work at Wade Point (MP 57.2): the construction of a 10 ft. rock fall out area and the installation of 1,250 lineal ft. of poured-in-place concrete shoulder barrier. Mounted on the barrier to gain an additional 3 ft. of height is 1,150 ft. of rock protection fence.

In addition to the work at Wade Point, slope flattening and rounding of cutbanks are proposed at MP 34.5 and MP 37.5.

It is very doubtful that the contractor will be able to construct any of the concrete barrier before cold weather sets in. Most of the work will probably be done next spring. Two hundred work days have been set up for this work.

DOC:az

RECEIVED
STATE HWY ENGR
OCT 20 '76
REFER TO
FOR

[illegible]	Inves	R/D	D/R	Sgn	Act	File

515 W. North St.,
Enterprise Oregon,
Oct. 8, 1976

E. S. Hunter,
Ore. State Highway Div.,
Highway Building,
Salem, Ore. 97310

Dear Sir: Re. letter 3-18-76

The Wallowa County Granges, had hoped to see the rock fall problem, at Wade Point, corrected before winter sets in. At this time, we are not aware that any thing is going to be done.

This is a particularly bad situation. People from the north end of the county, who work in the Enterprise and Joseph areas, drive this road in the early morning and evening hours, when visibilty is poor, and there have been a number of serious accidents at this point.

We are well aware that highway finance is poor, and that you have already spent a considerable amount of money in this county, however, someones life is in danger as long as the situation exists, as it now is.

Sincerely,
Floyd W. Wisely
Wallowa County Grange
Deputy.

Floyd W Wisely

Clark
✓ Christensen
Scott
Swenson

RECEIVED
OCT 1 2 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Duane Christensen
Is this location
included in the jobs you
are working up for Oct letting?
ESH

RECEIVED
STATE HWY ENGR
OCT 1 1 '76
REFER TO Road Design
FOR
Info | Inves | ✓ R/D | R/R | Plan | Act | File

8451

F-7(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Div. Administrator Salem, Oregon	**PROGRAM NO.** **ITEM NO.** RF-121	**STATE PROJECT NO.** See below **COUNTY NAME** Wallowa **PROGRAM STAGE** *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 24 '76
REFER TO Rulien
FOR
info	Inves	R/O	D/R	Sen	Att	F.o.

DATE PS&E APPROVED 9-29-76	**DATE AUTHORIZATION EFFECTIVE** 9-29-76	**FEDERAL ROUTE NUMBER** Primary 7 **STATE ROUTE NUMBER** Primary 10

GENERAL LOCATION:

"Minom - Enterprise Section"

GENERAL DESCRIPTION OF WORK:

Slope Improvement & Rock Barrier

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Rulien's 9-27-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $128,817 - Federal funds $110,524.

A signed Title Sheet is returned herewith.

DATE 9-29-76	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE** Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-031-005

8451

PRO 6-2

September 20, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. F-7(1)
Wallowa County

We are submitting program data for one project, Item No. RF-121, Project No. F-7(1), "Minam-Enterprise (MP 34.5, MP 37.5 and MP 57.2) Section".

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

(2) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(3) Approval of the program for inclusion in the Federal-Aid Consolidated Primary Highway Program.

It is the Oregon State Highway Division's intention to receive bids for this project on October 21, 1976.

This project is Item No. 70105 on the annual program.

JLG:bb

Enclosures
cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R. O.

FORM PR-1
(REV. 4-61)

9-20-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 82, 1.5 mi. NE of Union Co. Line, SE 23 mi. 21 65	ADT	PRESENT 1,200	FUTURE 1,750 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Rock Fallout Protection 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER (S) F- 14 23	NUMBER 7

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary		COUNTY NAME Wallowa			CODE 063 (14)
	NAME OF URBAN AREA --- 17-31	ROUTE NO. P	FEDERAL-AID 7 (32)	STATE 10 (36)	U.S. -- (37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) (Safety) Y007 Y106		"Minam-Enterprise (MP 34.5, MP 37.5 & MP 57.2) Sec."	23.0*	130,000	111,540	18,460	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	23.0*	130,000	111,540	18,460	
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (32)	REMARKS	

*1.30 Work Area and 21.70 No Work Area.

NOTE: Old FAP 7; Project No. 40.

FORM PR-1
(REV. 4-61)

9-20-76

FEDERAL - AID PROGRAM DATA

N (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
i. NE of Union Co. Line, SE 23 mi.		1,200	1,750	96	10	Oregon	41	010	RF 121

iter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
								F-	7	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
Consolidated Primary	Wallowa	063	☐ 1 OR ☒ 2
---	ROUTE NO. P — FEDERAL-AID 7; STATE 10; U.S. --		

ESTIMATED PROJECT COST BY PHASES

TEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	"Minam-Enterprise (MP 34.5, MP 37.5 & MP 57.2) Sec."	23.0*	130,000	111,540	18,460		ROW - 140' min.; Access control-partial; Parking restrictions-none.
JLG	PROJECT TOTALS	23.0*	130,000	111,540	18,460		

REMARKS

*1.30 Work Area and 21.70 No Work Area.

NOTE: Old FAP 7; Project No. 40.

-OVER-

MINAM-ENTERPRISE (M.P. 34.5, M.P. 37.5 AND M.P. 57.2) SECTION
PROJECT NO. F-7(1)

Existing Facility: Two 10-foot lanes bituminous surface with 4-foot shoulders.

Adjacent Sections: Same as Existing Facility.

Project Data: Provide rock fallout protection by flattening or scaling slopes or both approximately at M.P. 34.5 and M.P. 37.5 and constructing rock protection fence approximately at M.P. 57.2 and other incidental work common to this type of project.

Right-of-Way: No additional required.

System Action, Airports, Water Development, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements:

a. State Clearinghouse -- Exempt from A-95 review under working agreement.
b. District 13 Clearinghouse -- It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alternation of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in paragraph 10e.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

NOTE: This project is in Congressional District No. 2.

8452 Hillsboro-Beaverton (Bus turnout) Sec. 1976
(Grading & paving)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 10-26-77	REPORT MADE BY W. N. Bryant, Area Engr		PROJECT NO. F-32(1)
COMPLETION DATE 1-13-77	ACCEPTANCE DATE BY CONTRACT AGENCY 6-7-77	TIME ELAPSED 98 %	CONTRACT TIME 60 cal.days
APPROVED EXTENSIONS None	LOCATION Ten locations along Tualatin Valley Highway between Beaverton and Hillsboro, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HILLSBORO-BEAVERTON (BUS TURNOUTS)

TUALATIN VALLEY HIGHWAY

GRADING & PAVING

RECEIVED
STATE HWY ENGR
OCT 31 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10-31-77

COPY SENT
OCT 28 1977
Washington

COPY
OCT 28 1977
STATE

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 10-26-77	TITLE District Engineer	DATE 10-26-77

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

8452-34

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

CARD A — *To be completed by Washington Headquarters Personnel* 16 18 19 2 4 22 23 24 25 5 8 27 28 9 12 30 31 13 15 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon

COUNTY: Washington

FEDERAL PROJECT NO.: F-32 (1)

URBAN ☒
RURAL ☐

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y008	
20	FINAL CONSTRUCTION COST	DOL.	43100	
21	LENGTH OF PROJECT	MILE	5.119	

DATE STARTED: November 22, 1976

DATE COMPLETED: January 13, 1977

TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 530	GROSS EARNINGS: 5183

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	10,553	
	9	PETROLEUM PRODUCTS	GAL.	732	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	1000 BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	75	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	600	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	200	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	114	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		18	144
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

8452

June 14, 1977

Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

Gentlemen:

On June 8, 1977, we wrote to you concerning release of final payment on Contract No. 8452 awarded to Gibbons and Reed Company for work on the Hillsboro-Beaverton (Bus Turnout) Section of the Tualatin Valley Highway in Washington County.

The total contract amount is $39,503.17 including $172.79 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Gibbons and Reed Company
P. O. Box 13388
Portland, OR 97213

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

Form A-105 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8452

APPLYING TO CONTRACT PROJECTS

Order No. 2

Section Hillsboro - Beaverton Bus Turnouts Date April 1, 1977

Highway Tualatin Valley F.A.P. No. F - 32(1)

County Washington Prefix 34-1093 Account No. 270

Description of Work To Be Done: Revise alignment of pavement striping; including removal of existing striping by mechanical methods; and repainting to conform to new striping plan; supply and install pavement markers. This work will be Done by state forces.

Location by Station Numbers: E.B. 90+67 - 93+26 and E.B. 163+50 - 166 + 54

Estimate of Quantities and Costs:

Labor	$ 2,000.00
Equipment	$ 588.00
Materials	$ 434.00

Explanation: This adjustment in striping will allow safe utilization of bus turnouts constructed under contract by allowing transit vehicles to stop completely off travel lanes to load and unload passengers. This work has not begun 4/1/77. It is anticipated that this work will not overrun project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$49,143.00
Present estimate of project cost, including $ 3,022 for work under this order	$47,186.17
Expected under-run XXXXXXX (amount)	$ 1,956.83
Expected under-run XXXXXXX (per cent)	4.0

Space to right of this line is for use of Salem Office

Submitted by: R.L. Banzer Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

4-7-77

SP*72830-734

#[illegible]

U. S. DEPARTMENT OF TRANSPORTA - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

-32(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF 120

COUNTY NAME:

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 14 '77
REFER TO Rulien
FOR
Info | Issues | R/D | D/R | Sign | Adj | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
9-29-76	12-28-76	Primary 22 Primary 29

GENERAL LOCATION:
"Hillsboro - Beaverton (Bus Turnout) Sect."

GENERAL DESCRIPTION OF WORK:
Relocate existing signing to conform to new construction.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-31-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 in the amount of $575 - Federal Funds $490.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-8-77		Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-988

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hillsboro- Beaverton

WEEK ENDING: January 15, 1977

SECTION PREFIX: 34-1093

HIGHWAY: tualatin Valley

COUNTY: Washington

NAME OF JOB: Hillsboro - Beaverton Bus Turnouts

KIND OF WORK: Grading & Paving

CONTRACTOR: Gibbons & Reed Co.

CONTRACT NUMBER: 8452

FEDERAL AID PROJECT NUMBER: F-32(1)

DATE OF CONTRACT: Oc6ober 27, 1976

DATE WORK STARTED: November 24, 1976

ESTIMATED COMPLETION DATE: January 13, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 59

PROJECT AUTHORIZATION: $ 56,268.74

SPECIFIED COMPLETION DATE: January 13, 1977

PERCENT OF TIME ELAPSED: 98

EXCLUSIVE OF ENGINEERING: $ 51,354.44

ENGINEERING AUTHORIZATION: $ 4,914.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 51,354.44

ENGINEERING COST TO DATE: $ 4,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 81 %

DATE PROJECT WAS COMPLETED: January 13, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.31				.31
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.31				.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Dump truck, Pavement Roller, Blade

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Cold Sunny	1		
MONDAY 10	Frzng rain	0		Stop work Order due to Weather conditions
TUESDAY 11	O'Cast	1		
WEDNESDAY 12	Cloudy	1		
THURSDAY 13	O'Cast	1		
FRIDAY 14	Sunny	0		
SATURDAY 15	Sunny, Warm	0		

Routing
RECEIVED
JAN 1 9 1977
CONSTRUCTION
SECTION
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No Work
MONDAY 10	No Work
TUESDAY 11	Paved Base Lift 204- 206 Lt. and 219 - 225 Lt. Paved Base Lift, 24-27 Lt. 1 Top lift 90-93 rt, 163-166 Rt.
WEDNESDAY 12	Paved top Lift 219-2[illegible] Lt., [illegible] - 224 Lt, 204 -206 lt. , 163-166 lt. , 90-94 lt and 24 - 27 Lt.
THURSDAY 13	P.G.E. Completed installation of electrical Conduit at Sta. 219-221 Rt. Under Sidewalk area (Under maintenance Section Permit)
FRIDAY 14	Contractor removing Signs from Project
SATURDAY 15	No Work

REMARKS

Next Week: Pave Sidewalk at Sta. 219 rt.

Calendar Day Charges stopped on January 13, 1977. Major Work Items are complete.

SIGNED Ronald L. Banser LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8452

15

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-205	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-8-76	State: Oregon County: Washington Project No.: F-32(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SRB, S.W. Murray Blvd. (Beaverton), W 5.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS OF WAY		
CONSTRUCTION	9-29-76	0.00
OTHER *(Specify)*		

FUNDS Pro-rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 55,009	$ 47,197

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 12-8-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon, November 29, 1976

Federal-Aid Project
No. F-32 (1)

HILLSBORO-BEAVERTON (BUS TURNOUTS)
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY

Project Agreement Estimate.

Type Code Y008
Bus Turnouts (Sta. 24+71 to Sta. 295+00)

Mobilization	All Required		$4,600.00
Temporary Protection and Direction of Traffic	All Required		2,083.00
Temporary Signs	370 Sq. Ft.	7.00	2,590.00
Flagmen	400 Hr.	15.00	6,000.00
Removal of Structures and Obstructions	All Required		1,600.00
Earthwork	All Required		3,350.00
Class "B" or Class "C" Asphalt Concrete	600 ton	23.50	14,100.00
18-inch Arch Type Pipe	144 lin. ft.	30.00	4,320.00
Concrete Inlets, Type G-1	1 Only	550.00	550.00
Concrete Inlets, Type G-2	1 Only	650.00	650.00
Concrete Walks	130 Sq. Yd.	12.00	1,560.00
Concrete Driveways	130 Sq. Yd.	40.00	440.00
Concrete Curbs	30 Cu. Yd.	150.00	4,500.00
			$46,343.00

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 200.00
Curb and Handrail at 5 Locations (E.W.)	All Required	1,500.00
		$ 1,700.00

Subtotal	$48,043.00
Engineering	6,966.00
Total	$55,009.00

Length of Roadway 0.0 mile

Retained in Program Status
(not included in totals below)

Permanent Signing (S.F.)	All Required	$1,000.00

Federal Funds	(85.80%)	$ 47,197.00
State Funds		7,812.00
Total		$ 55,009.00

Group 1	100%
Contract No.	8452
Prefix No.	34-1093

Oregon State Highway Division
Salem, Oregon, November 29, 1976

Federal-Aid Project

Hillsboro-Beaverton (Bus Turnouts)
Nonparticipating - State Work

Relocate Mailboxes	All Required	$ 100.00

[redacted]
Wash Co
Hwy 29

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

DEPT. OF PUBLIC WORKS
John F. Crockett, Director
ROOM 201
(503) 648-8886

October 19, 1976

D. N. Harwell
County-City Engineer
Program Management Section
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Don:

Thanks for the set of plans and specifications covering bus turnout construction on the Hillsboro-Beaverton Highway. We have reviewed these plans and have a couple of comments which we feel you should be aware of.

The first item is that at the present time consideration is underway at the intersection of S.W. 170th and Tualatin Valley Highway for the realignment of the north leg of this intersection. The property in the northeast quadrant of this intersection is being considered for development and it is being recommended that when this is permitted that the right-of-way be dedicated and improvement made for this north leg realignment.

page 4
12V-322

Additionally, there should be further consideration given to most all of these locations for sight distance. Our Traffic Section indicates that there will be some sight problems at some of these intersections.

Thanks again for the opportunity you give us to review and work with you on these many projects in Washington County. We also appreciate the assistance you give us on our projects. If there is anything additional we might do please do not hesitate to contact us.

Yours very truly,

John F. Crockett, P.E.
Director of Public Works

JFC:js

RECEIVED
COUNTY & CITY SECTION
OCT 21 1976
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☒ RE ☐ RPE ☐

Sec. 7, T.1S., R.1W., W.M.

① Const. Pvmt. Widening
(For Details, See Sht. 2)

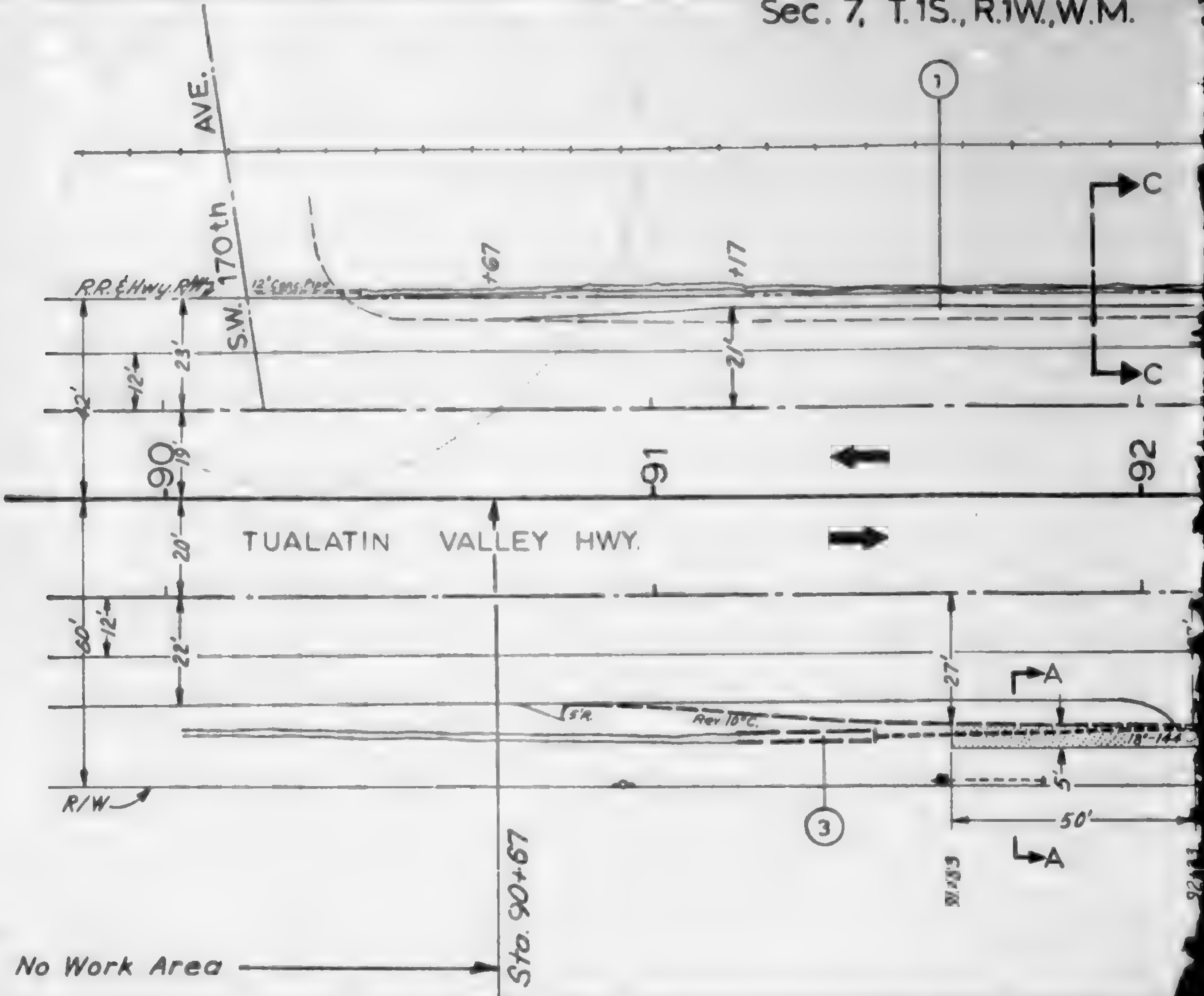
② Const. Type "C" Curb

③ Sta. 91+16 To Sta. 91+45 Rt.
Const. Asph. Conc. Lined Ditch
Dt. Exc. 6 C.Y.
(For Details, See Sheet 2)

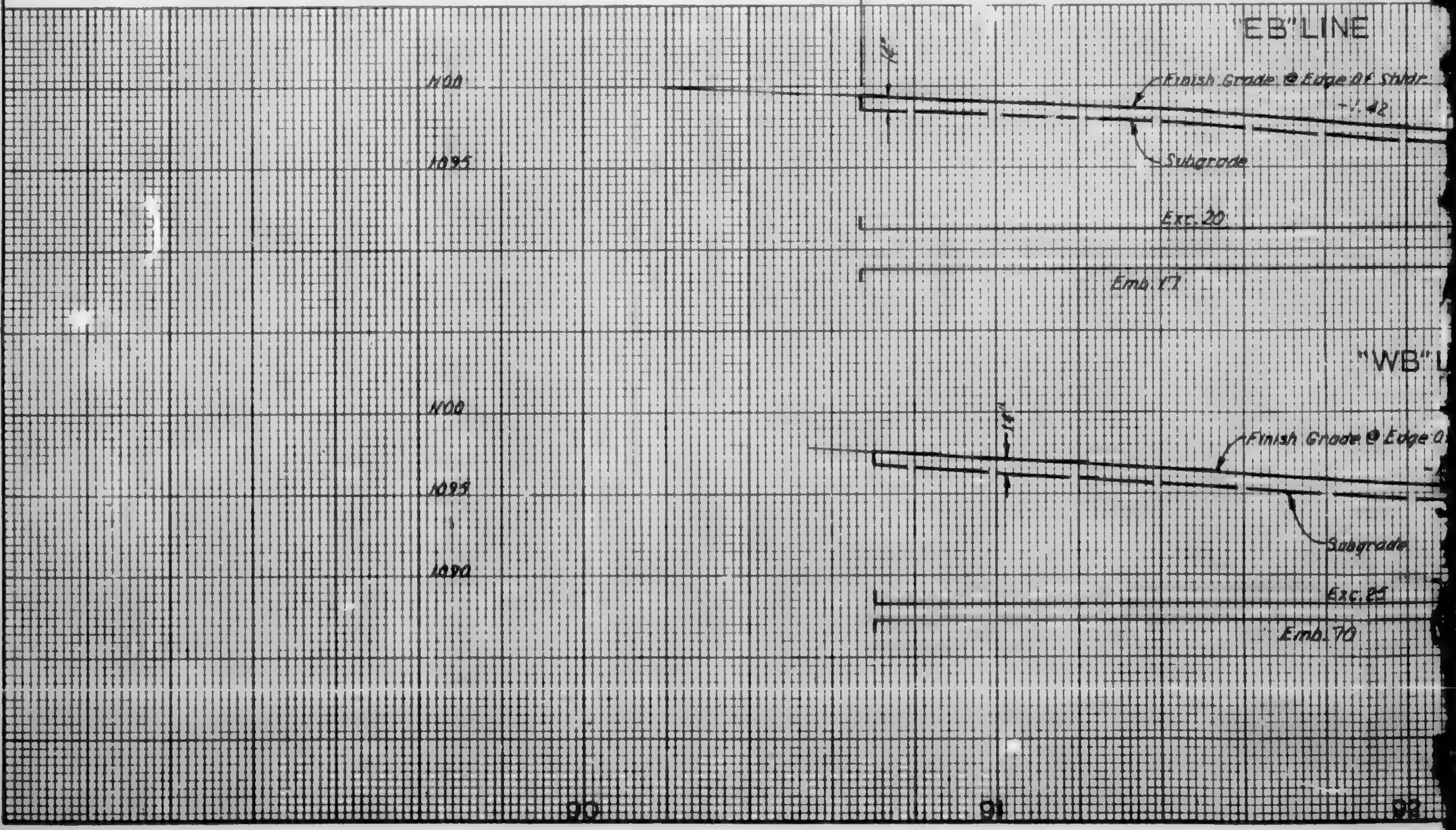
④ Sta. 91+45 To Sta. 92+88
Const. Type "G-2" Inlet
Inst. 18" Arch Type Pipe - 144'
Tr. Exc. 38 C.Y.

⑤ Const. 4.5' Asphalt Conc. Walk

⑥ Const. Modified Asphalt Conc. Sidewalk Ramp



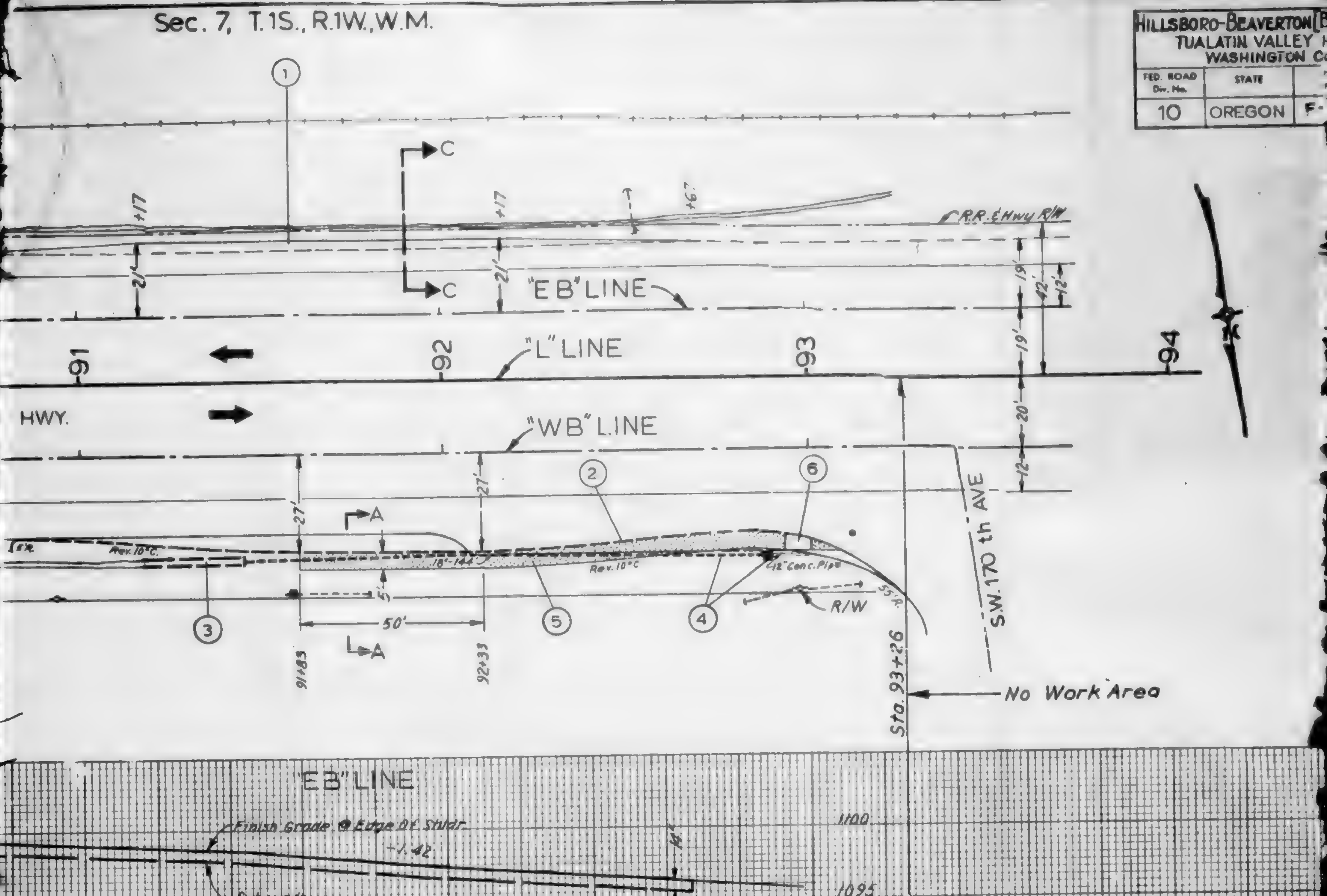
S.W. 170th AVE.
①
C
C
R.R. & Hwy. R/W
12' Conc. Pvt.
+67
+17
42'
12'
23'
21'
19'
90
91
92
TUALATIN VALLEY HWY.
20'
60'
12'
22'
27'
A
A
5 R.
Rev. 10" C.
18"-144'
5'
50'
R/W
③
Sta. 90+67
No Work Area



"EB" LINE
1100
1095
1.4'
Finish Grade @ Edge Of Shldr.
-1.42
Subgrade
Exc. 20
Emb. 17
"WB" L
1100
1095
1090
1.4'
Finish Grade @ Edge O
Subgrade
Exc. 25
Emb. 70
90
91
92

HILLSBORO-BEAVERTON (B
TUALATIN VALLEY H
WASHINGTON C

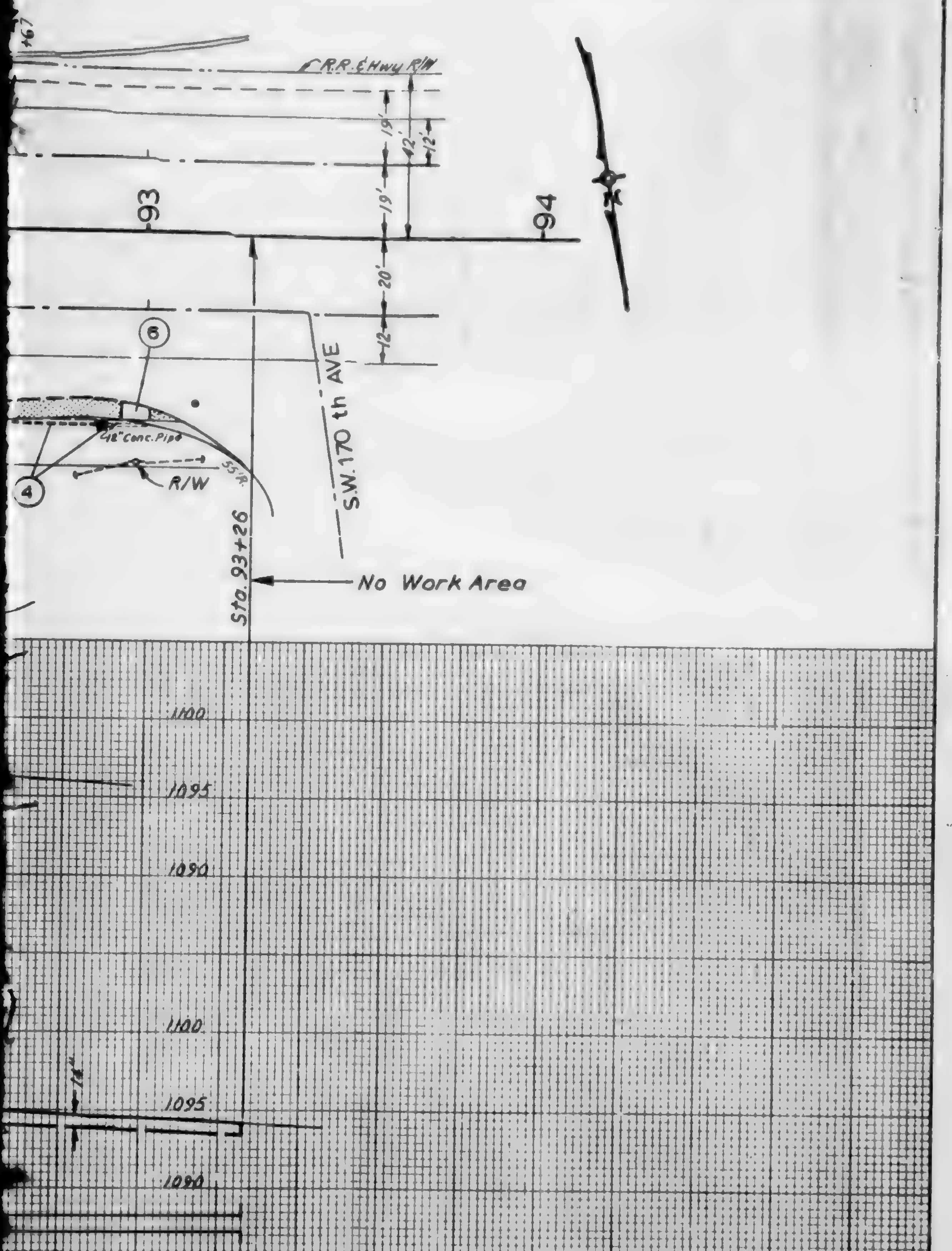
FED. ROAD Div. No.	STATE	
10	OREGON	F-



Sec. 7, T.1S., R.1W., W.M.
1
C
C
+17
+17
+6"
R.R. & Hwy R/W
21'
21'
"EB" LINE
19'
42'
12'
19'
20'
12'
91
92
93
94
"L" LINE
HWY.
"WB" LINE
27'
27'
A
A
2
6
Rev. 10"C.
18"-144
Rev. 10"C
12" Conc. Pipe
5'
50'
55'R.
R/W
3
5
4
91+83
92+33
S.W. 170 th AVE
Sta. 93+26
No Work Area
"EB" LINE
Finish Grade @ Edge Of Shldr.
-1.42
Subgrade
1100
1095
1090
Exc. 20
Emb. 17
"WB" LINE
Finish Grade @ Edge Of Shldr.
-1.25
Subgrade
1100
1095
1090
Exc. 25
Emb. 70
91
92
93
94

12V-322

HILLSBORO-BEAVERTON [BUS TURNOUT] SEC. TUALATIN VALLEY HIGHWAY WASHINGTON COUNTY				SHEET No. 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-32(1)		See Index


R.R. & Hwy R/W
19'
42'
12'
93
94
19'
20'
12'
6
48" Conc. Pipe
4
R/W
55'R.
S.W. 170 th AVE
Sta. 93+26
No Work Area
1100
1095
1090
1100
14"
1095
1090
93
94

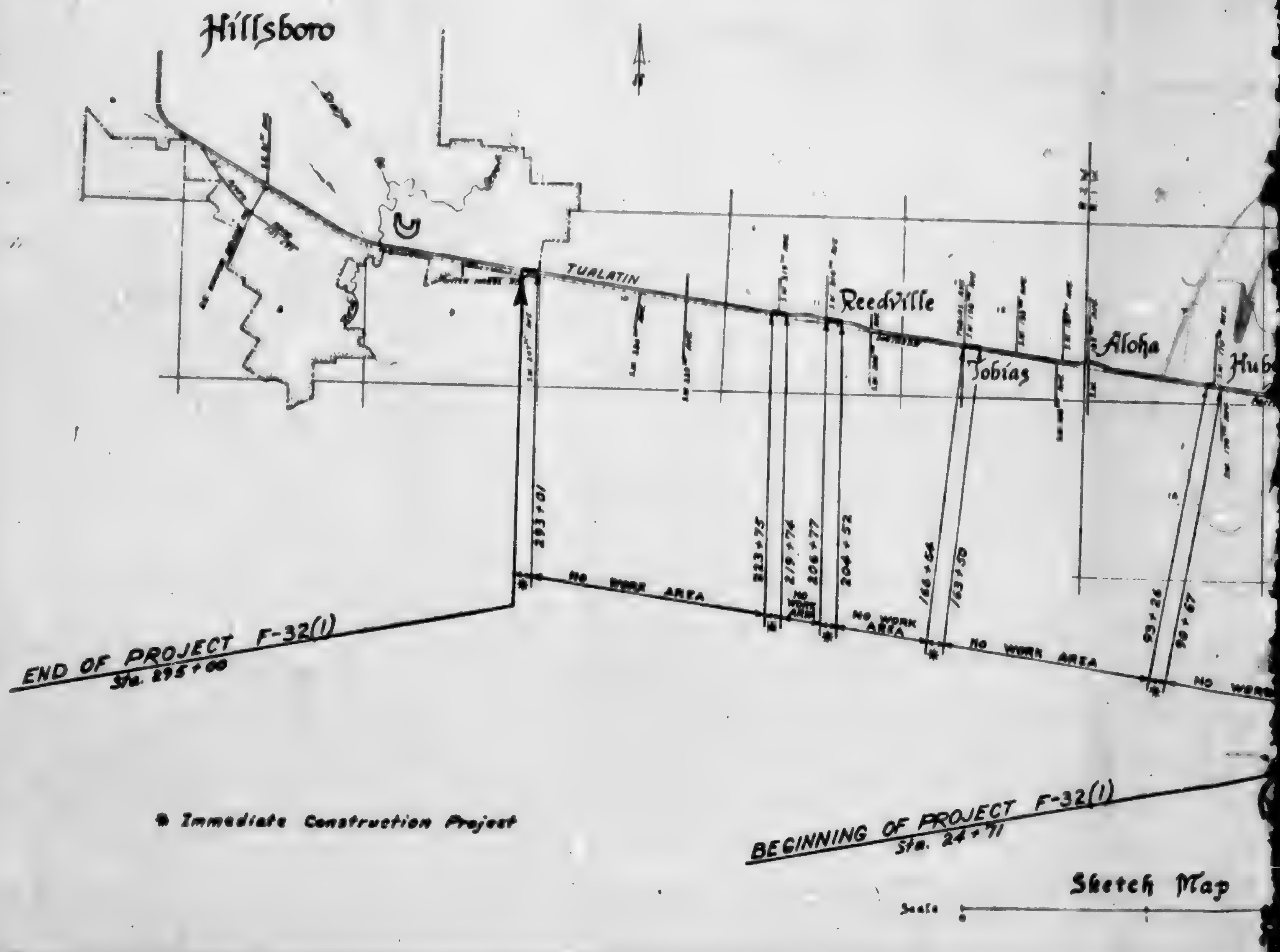
INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections, Details & Summary
2A	Pipe Data
3-8 Incl.	Plan & Profile

STATE OF OR
STATE HIGHWAY
PLANS FOR PROPOSE
GRADING & PA

HILLSBORO ~ BEAVERTON
TUALATIN VALLEY
WASHINGTON CO
OCTOBER, 192

Drg. No's.

2050 -Miscellaneous Structures
2077 -Concrete Curbs & Driveways
2091 B -Coupling Bands
2105 -Concrete Inlets
S-1, S-6, S-12-Temporary Protection & Direction of Traffic.


Hillsboro
TUALATIN
Reedville
Tobias
Aloha
Hub
293+01
223+75
219+74
206+77
204+52
166+54
163+50
93+26
90+67
NO WORK AREA
NO WORK AREA
NO WORK AREA
NO WORK AREA
NO WOR
END OF PROJECT F-32(1)
Sta. 295+00
BEGINNING OF PROJECT F-32(1)
Sta. 24+71
* Immediate Construction Project
Sketch Map
Scale

Overall Length of Project 5.12 Miles
Length of Work Areas 0.31 Mile

HILLSBORO-BEAVERTON TUALATIN VALLEY WASHINGTON	
FED. ROAD Div. No.	STATE
10	OREGON

STATE OF OREGON
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING & PAVING

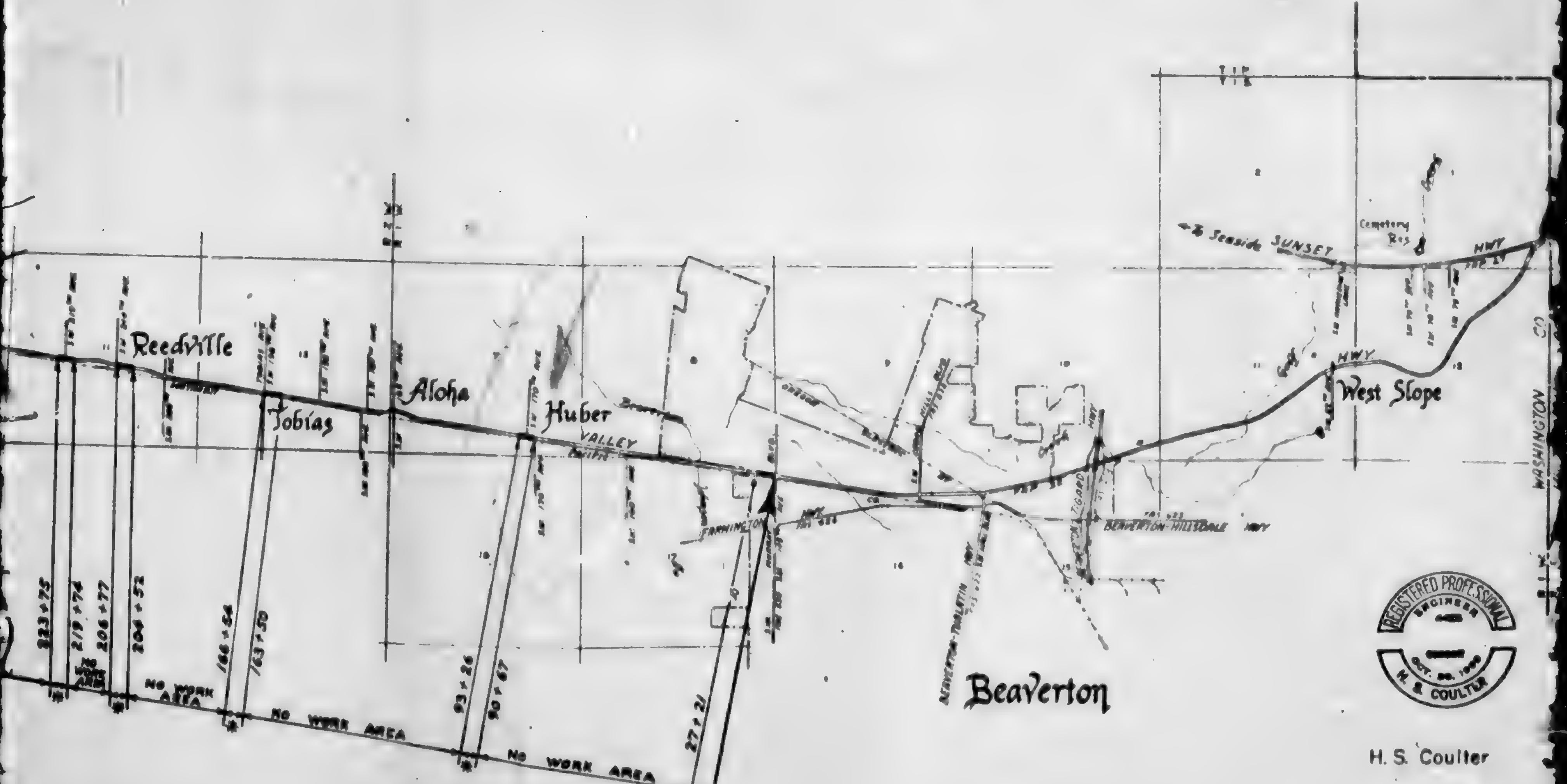
RO ~ BEAVERTON [BUS TURNOUT] SEC.

TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY

OCTOBER, 1976

Astoria
Seaside
Tillamook
Lincoln City
Newport
Corvallis
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Grants Pass
Ashland
Medford
Klamath Falls
Roseburg
Eugene
Albany
Salem
Minnville
Portland
Hood R
Bend
Redmond
O R E
30
26
101
20
34
36
38
99
97
66
199


Reedville
Tobias
Aloha
Huber
West Slope
Beaverton
To Seaside SUNSET HWY
FARMINGTON HWY
BEAVERTON-HILLSDALE HWY
BEAVERTON-TUALATIN HWY
WASHINGTON
223+75
219+74
206+77
204+52
166+54
163+50
93+26
90+67
27+21
NO WORK AREA
NO WORK AREA
NO WORK AREA
BEGINNING OF PROJECT F-32(1)
Sta. 24+71

Sketch Map

Scale 0 1 2 Miles

H. S. Coulter

E. S. Hunter

OREGON TRANSPORTATION COMMISSION	
Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT
FEDERAL HIGH

APPROVED:

DISTRICT

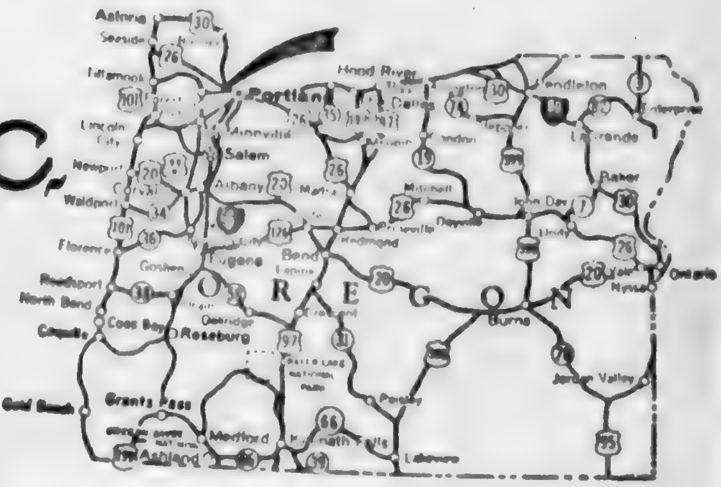
12V-322

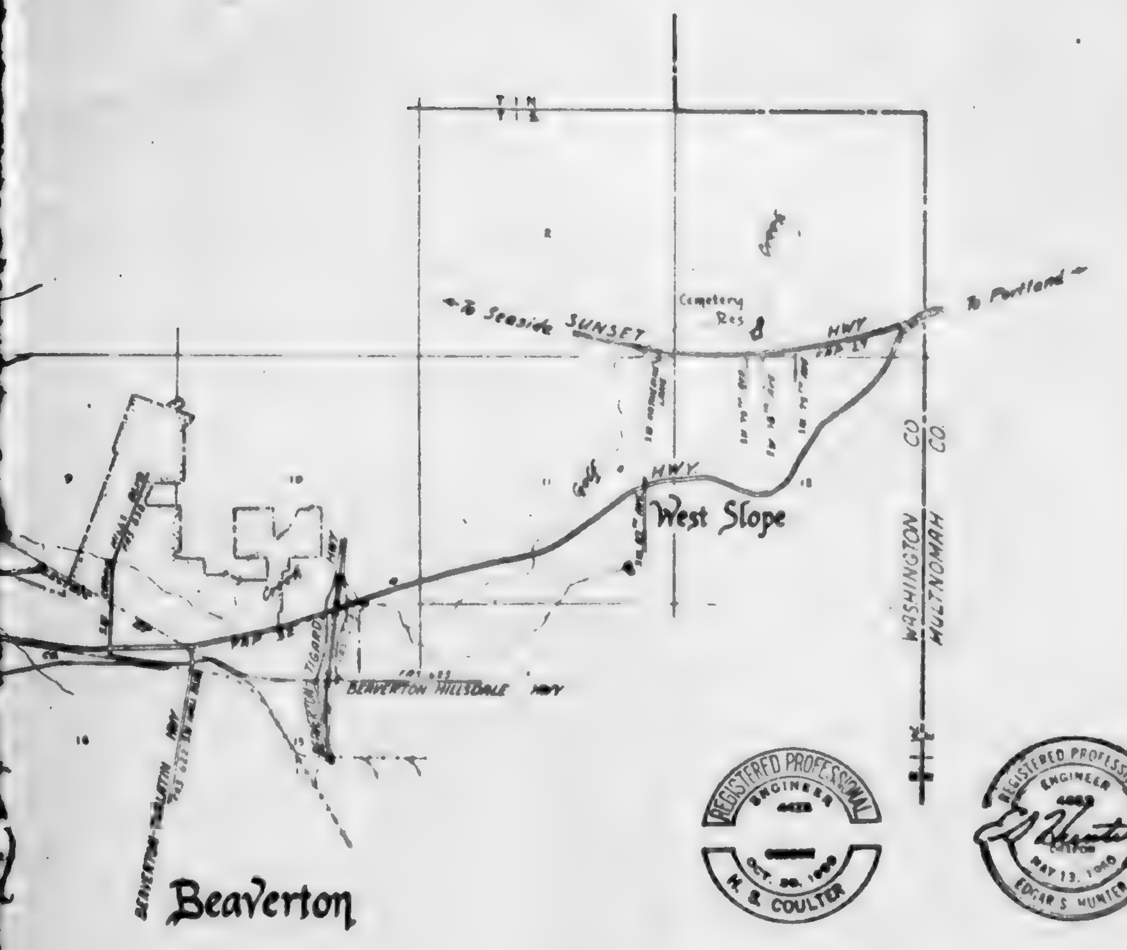
Overall Length of Project 5.12 Miles
Length of Work Areas 0.31 Mile

HILLSBORO-BEAVERTON [BUS TURNOUT] SEC. TUALATIN VALLEY HIGHWAY WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-32(1)		[illegible]

ON

URNOUT] SEC.


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Baker
Lincoln City
Newport
Waldport
Salem
Albany
Florence
Eugene
Bend
Redmond
Mitchell
John Day
Reedsport
North Bend
Coos Bay
Roseburg
Ontario
Burns
Jordan Valley
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N


T1N
T1S
To Seaside
SUNSET
HWY
To Portland
Cemetery Res
HWY
West Slope
WASHINGTON CO
MULTNOMAH CO
BEAVERTON HILLSDALE HWY
Beaverton

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — DEPUTY STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER — DATE

Salem, Oregon
October 12, 1976

Beaverton
([illegible])

H.S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 21 Bid Letting

FILE

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on the projects as set forth in ORS 366.514. Bids will be opened October 21 on the following projects:

1. Umpqua River (Scottsburg) Bridge
   Umpqua Highway, Douglas County
   Bridge Repair

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. South Unit, Forest Boundary-Colahan Road
   Squaw Flat County Road, Klamath County
   Grading and surfacing

   32-foot roadway. Aggregate surfacing, paved surface by others.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Willamette River (Springfield) Bridge
   McKenzie Highway, Lane County
   Bridge Repair

   Same as No. 1.

4. SW Lee Street-SE Fogarty Street (Newport)
   Bay Boulevard, Lincoln County
   Grading and Paving

   Two 12-foot lanes with 9-foot and 10-foot parking lanes. Graded sidewalk area behind curbs.

   Existing sidewalks left in place. Sidewalks to be constructed by others (future).

5. Yaquina Bay Bridge
   Oregon Coast Highway, Lincoln County
   Dolphin Replacement

   Same as No. 1.

6. North Fork Cold Springs Bridge
   FAS 30-110, Umatilla County'
   Grading and Structure

   Ten-foot lanes and 4-foot shoulders on approaches. Width on structure 27-1/2 feet.

   Same as No. 2.

7. Minam-Enterprise
   Wallowa Lake Highway, Wallowa County
   Slope Improvement and Rock Barrier

   Same as No. 1.

8. Hillsboro-Beaverton Bus Turnouts
   Tualatin Valley Highway, Washington County
   Grading and Paving

   Same as No. 2. Three-foot to 5-foot sidewalks will be provided.

RS:jp

cc Robert Burco
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.E. Terpin
George Bell
Don Harwell

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 7, 1976

In reply refer to: 1041EC.1

SUBJECT: Project Assessments
(Listed Below)

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Oregon Project RS-133(-)
Walluski River Bridge

Oregon Project I-405-8(-)303
W.Fremont Interchange Ramps and Connections

Oregon Project HH-9361(-)
Barbur Blvd. @ SW. 19th Ave.
Pacific Highway West

Oregon Project U-183(-)
Hillsboro-Beaverton Bus Turnouts, Tualatin

Oregon Project RS-304(4)
Richmond Jct.-Melvina Cr.
Service Cr.-Mitchell Hwy.

Oregon Project M-9713(-)
Prescott-Flavel (Portland) 82nd Avenue
Cascade Hwy.

Oregon Project HHS-9(-)
Pacific Hwy West @ Erving Rd.

Oregon Project M-0315(1)
10th St. @ Main St., Oregon City

Oregon Project HHS-0670(1)
SE. Division @ SE 112th Ave.

Oregon Project HHS-132(14)
Pacific Highway East @ 10th St. Oregon City.

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

The above listed project assessments submitted with Mr. Rulien's August 23 letter have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

The proposed standards, design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

8452

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-32(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RF-120

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 24 '76
REFER TO Rulien
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED 9-29-76	DATE AUTHORIZATION EFFECTIVE 9-29-76	FEDERAL ROUTE NUMBER Primary 22	STATE ROUTE NUMBER Primary 29

GENERAL LOCATION:

"Hillsboro - Beaverton (Bus Turnout) Section"

GENERAL DESCRIPTION OF WORK:

Grading & paving.

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Temp. erosion Control (E.W.) $200.
Curb & Handrail at 5 locations (E.W.) $1,500.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 9-27-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $45,172.00 - Federal funds $38,757.00.

A signed Title Sheet is returned herewith.

DATE 9-29-76	SIGNATURE OF APPROVING OFFICIAL Valach	TITLE Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-[illegible]

823[illegible]

F-32(1)

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RF-120

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 27 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
9-21-76

FEDERAL ROUTE NUMBER
Primary 32

STATE ROUTE NUMBER
Primary 29

GENERAL LOCATION:
"Hillsboro-Beaverton (Bus Turnout) Section"
SR 8 - SW Murray Blvd. (Beaverton) West 5.1 Miles

GENERAL DESCRIPTION OF WORK:
Channelization including utility adjustments (Bus Turnouts)
(Code Y008 Miles 0.00)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Approval
(TEC$40,000 FF $34,200)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Rulien's September 13, 1976 letter, I approve the subject project for inclusion in the Federal-aid program.

DATE 9-21-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631 [illegible]

#8452

29

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Tigard, Oregon 97223
Sept. 14, 1976

SUBJECT: Special Provisions
for Hillsboro-Beaverton
Bus Turnouts

To: C.G. Swenson
Specifications Engr.

From: Maurice D. Payne
Res. Engr.

It is probable that a flexible method of relocating existing directional and regulatory signing during construction of this project might prove advantageous.

To this end it is proposed that an additional item; Sign posts, be added to section 104.04, Extra Work of the Special Provisions.

An additional paragraph would be added to section 111; Temporary protective and directional measures for traffic:

Relocation of existing directional and regulatory signs to allow construction shall be the contractors responsibility. If, due to the method of construction or scheduling, the moving of any sign is required more than once, the additional costs shall also be borne by the contractor.

If an existing post shall be found to be unsuitable for use due to weathering, rot, or insufficient length, a new post shall be supplied as extra work. Installation of any posts so supplied shall be considered part of the work involved in relocating the supported sign.

Maurice D. Payne
Res. Engr.

by Michael A Hemel

M.A. Hemel
Project Insp.

MAH/rwt

cc: E. Hardt, Const. Engr.
D. Leu, Road Des.
File

1 Versteeg ✓
Olson
[illegible] Christensen
Scott
2 Swenson [illegible]
Savage
Brout

RECEIVED
SEP 17 1976
ROAD
DESIGN
SECTION

Requires Reply ☒
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8452

September 13, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. [illegible]

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Program Data Submission
Project No. F-32(1)
Washington County

We are submitting program data for one project, Item No. RF-120, Project No. F-32(1), "Hillsboro-Beaverton (Bus Turnout) Section", which we desire to have included in the Federal-aid Consolidated Primary Highway Program.

It is the Oregon State Highway Division's intention to receive bids for this project on October 21, 1976.

One copy each of State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval were forwarded previously.

This project is Item No. 71106 on the annual program.

JLG:dpy

Enclosures

cc: E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

September 13, 1976 Rev.
May 19, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) SR 8, S.W. Murray Blvd (Beaverton), W 5.1 mi.	ADT	PRESENT 20,000	FUTURE 34,000	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Channelization (Bus Turnouts)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) F-	NUMBER 32

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary		COUNTY NAME Washington			CODE 067
	NAME OF URBAN AREA Portland	ROUTE NO. P	FEDERAL-AID 32*	STATE 29	U.S.	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y008		"Hillsboro-Beaverton (Bus Turnout) Sec."	0.0	40,000	34,200	5,800	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	40,000	34,200	5,800	

PROGRAM APPROVAL DATES

*Old FAP 32; Project No. 183.

REMARKS

Additional Data: Item No. U-207;
No. U-183(17)

Incl. in FY "77" TIP

FORM PR-1
(REV. 4-61)

September 13, 1976 Rev.
May 19, 1976

FEDERAL-AID PROGRAM DATA

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
S.W. Murray Blvd (Beaverton), W 5.1 mi.		20,000	34,000	96	10	Oregon	41	010	RF-120

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Bus Turnouts)								F-	32	(1)		

Consolidated Primary

/ Portland

COUNTY NAME	CODE
Washington	067

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	32*	29	

PROGRAM STAGE ☐ 1 OR ☒ 2

YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
								Intermittent channelization on both sides of existing facility requiring grade, drain, high-type pave and other work common to this type of project to provide "Bus Turnouts" for loading and unloading of bus passengers RR protective service as required.
W								
ST		"Hillsboro-Beaverton (Bus Turnout) Sec."	0.0	40,000	34,200	5,800		Utility adj. req.
	JLG	PROJECT TOTALS	0.0	40,000	34,200	5,800		

L DATES

*Old FAP 32; Project No. 183.

REMARKS

Additional Data: Item No. U-207; Project No. U-183(17)

Incl. in FY "77" TIP

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE
August 19, 1976
Salem, Oregon 97310

G. Rangoni GR/

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Project Assessments

TO: L.W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

The following projects have been assessed and evaluated for their potential impact on the quality of the human environment:

W. Fremont Interchange Ramps and Connections, Multnomah County--Proposal is to reduce chance of serious accident by increasing super of west-bound off-ramp, erect concrete shoulder barrier, and resurface deteriorated connecting streets.

Barbur Blvd. @ SW 19th Avenue, Pacific Highway North, Multnomah County--Proposal is to eliminate high hazard through signalization of intersection and left-turn refuge.

Hillsboro-Beaverton Bus Trunouts, Tualatin Valley Highway, Washington County--Proposal is to provide bus turnouts at given intervals to eliminate present blockages caused by buses picking-up and dropping-off passangers.

It has been determined that no new right-of-way will be required, and that these projects are of a type for which the Statewide Assessment for Safety Projects is applicable. The statewide assessment classifies these projects as non-major.

GAP:GR:ds

cc: E.S. Hunter ✓
R.N. Bothman
Ed Hardt
Geoff Kaiser
Craig Markham

AUG 20 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sig	Act	File

PRO 6-2

May 19, 1976

TO Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Federal-aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban Extension project.

Item No.	Project No.	Section Name & PNRS No.
222	U-183(18)	Hillsboro-Beaverton (Bus Turnout) Sec. #7505-2-730

Enclosures

cc: G. L. Green, FHWA
D. E. Swan

PRO 6-2

May 19, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-183(18)
Washington County

We are submitting program data for one project, Item No. 222, Project No. U-183(18), "Hillsboro-Beaverton (Bus Turnout) Section", which we desire to have included in the Federal-aid Urban Extension Highway Program.

It is our present intention to receive bids for this project on June 24, 1976.

One copy each of State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval were forwarded previously.

JLG:re

Enclosure

cc: E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 19, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 8, S.W. Murray Blvd(Beaverton), W 5.1 mi. 21 65	ADT	PRESENT 20,000	FUTURE 34,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Channelization (Bus Turnouts) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) U- 14 23 NUMBER 183 7
CARD 4	CLASS OF FEDERAL FUNDS Urban Extension					COUNTY NAME Washington			CODE 067 (14)
	NAME OF URBAN AREA 17-31 Portland					ROUTE NO. P	FEDERAL-AID 32 (32)	STATE 29 (36)	U.S. (37) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE							
5					ROW							
5					CONST (CODE) Y008		"Hillsboro-Beaverton (Bus Turnout) Sec."	0.0	36,900	28,800	8,100	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	36,900	28,800	8,100	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS Additional Data: Item No. 207; P	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 19, 1976

TION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Murray Blvd(Beaverton), W 5.1 mi.		20,000	34,000	96	10	Oregon	41	032	222

pewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ts)								U-	183	(18)		

Urban Extension	COUNTY NAME Washington	CODE 067	PROGRAM STAGE ☐ 1 OR ☒ 2
Portland	ROUTE NO. P	FEDERAL-AID 32	STATE 29	U.S. --

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	"Hillsboro-Beaverton (Bus Turnout) Sec."	0.0	36,900	28,800	8,100		Intermittent channelization on both sides of existing facility requiring grade, drain, high-type pave and other work common to this type of project to provide "Bus Turnouts" for the safe loading and unloading of bus passengers. RR protective service as required. Utility adj. req.
JLG	PROJECT TOTALS	0.0	36,900	28,800	8,100		

REMARKS
Additional Data: Item No. 207; Project No. U-183(17)

#8452

29

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 34-1407

February 10, 1976
Portland, OR 97213

FROM: K.D. LIMBOCKER
Metro Design Engineer

SUBJECT: Bus Turnouts
T.V. Highway

TO: J.H. VERSTEEG
Road Design Engineer

Herewith, one set of the Hillsboro-Beaverton (bus turnout) section of the Tualatin Valley Highway, together with revised sheets for incorporation into the project.

Sheet 7 has been revised. Due to complications with the Right-of-Way this turnout has been moved to the east as shown in the attached plan sheet. The revised location requires no additional right-of-way. Also enclosed is a sheet of cross sections and a sheet of typical sections showing a change in section D-D. The change required is to show the asphaltic concrete walk sloping with the natural ground to avoid additional right-of-way.

No other changes are recommended by this office.

jlg

attachment

1 Versteeg ✓
Olson
2 [illegible]
Scott
3 Swenson
Anderson
Trout
Copy Watson

RECEIVED
FEB 11 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

NOTED
L. K. WATSON

#8457

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE December 19, 1975

TO Kenneth Rolfe
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Hillsboro-Beaverton Bus Turnouts
Tualatin Valley Highway
Washington County

We have authorization to purchase the necessary right-of-way for this project from the Federal Highway Administration. Please use prefix 34-2519. The project number is U-183(17).

At this time this office is only authorizing the acquisition from the private parties on one side of the road. The acquisitions from the Southern Pacific Railroad Company is not involved.

JRO:ha

cc M. R. Mitchell
Bob Poggione
Alma Cresswell
J. H. Versteeg ✓
Max Klotz ✓

1 Versteeg ✓
A. Olson
2 Terpin T 2048
3 Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
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REFERRED TO

Beard
Reed
Cole
1 Sample 2048
Eriksen
2 Watson LW.
Hager
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

#2152

29

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
November 17, 1975
Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey JEChidsey
Railroad & Utility Engineer

TO: Frank E. Terpin
Final Design Engineer

B U I L D I N G

SUBJECT: Preliminary Plans
Hillsboro-Beaverton (Bus Turn-out) Section
Tualatin Valley Highway
Washington County

REFERRED TO
Board Reed
Cole Sample
Eriksen [✓ Watson] W
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

I have reviewed the preliminary plans for review which you submitted to me with a carbon copy of your letter to Edward L. Hardt, Region I Engineer. I notice on these plans it is still anticipated to build bus turn-outs between the existing Tualatin Valley Highway and the right of way of the Southern Pacific Trans. Co., Tillamook Branch, utilizing easements from Southern Pacific Trans. Co.

On October 28, 1975 I received a letter from Southern Pacific Trans. Co. responding to my request for these necessary easements to build these bus turn-outs. I forwarded a xerox copy of this letter to Mr. E. S. Hunter, Bob Bothman, and J. B. Boyd in order that they would be fully aware of Southern Pacific's reply to our request. In essence, Southern Pacific Trans. Co.'s letter said definitely they would not in any circumstance provide to us the requested easements. In discussing this matter with Southern Pacific Trans. Co. in Portland, I was informed that this decision was rendered by Mr. Jeakle of the Southern Pacific Trans. Co. who is the Vice-President in charge of Engineering and Research for SPTC. With the decision to refuse our request for the easements coming from a source placed this high in the bureaucracy of Southern Pacific Trans. Co., it is my considered opinion that there is no possible way that we will obtain the easements necessary for the construction of these bus turn-out lanes.

Further I was informed by the Southern Pacific Trans. Co. that a request for these easements had been made to them by Tri-Met. Tri-Met was informed by a letter to them dated July 22, 1975 that these easements would not be granted. Copies of the correspondence between Tri-Met and Southern Pacific Trans. Co. were also furnished to Messrs. Hunter, Bothman, and Boyd.

In view of the fact that the easements cannot be obtained from the Southern Pacific Trans. Co. for the proposed bus turn-out lanes, it is my recommendation that the plans be amended to delete that portion of the work which will encroach onto Southern Pacific Trans. Co. right of way. If there is any further information I can provide you regarding this matter, please contact me.

JEC:jk

cc:
E. S. Hunter
Gary Potter
V. D. Wolfe
J. B. Boyd
C. T. Keasey
D. H. Moehring
G. L. Green - FHWA
L. E. George
E. L. Hardt
C. G. Swenson
C. E. Layton
R. N. Bothman
M. B. Stovall

1 Verstoeg ✓
A. Olson
1 Terpin 1
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 18 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

#8452

29

Salem, Oregon
October 16, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
Building

48743 - S. P. Trans. Co.
Hillsboro - Beaverton (Bus Turnout)
Tualatin Valley Hwy. Section
Washington County

Attached is a 7 Parcel description and an authorization covering easements required from the Southern Pacific Transportation Co. for the subject project. See copy of letter from Lyle K. Watson dated October 8, 1975 relative to the scheduling of this project.

It is also understood that encroachment maps have been given to Jim Chidsey by Carl Grewe.

BY: R.
Robert R. Rounds
R/W Description Supervisor

RRR:md

Attach.

FORM 81-734-1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 8, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: S.W. Katherine Lane-S.W. 75th Ave.
Hillsboro-Beaverton (Bus Turnout) Sec
Sunset and Tualatin Valley Highways

TO: Memo To The Files

A review of the scheduling for contract of the bus turnouts on the named section was held with R. N. Bothman this date by phone.

The bus turnouts on the Sunset Highway will be advertised for contracting in November.

The bus turnouts on the Tualatin Valley Highway should be scheduled for a February letting or when right of way and railroad encroachments have been cleared.

LKW:we
cc: E. S. Hunter
R. N. Bothman
L. W. Rulien
J. B. Boyd
C. G. Swenson
E. L. Hardt
Gary A. Potter

NOTED
ROBERT R. ROUNDS
OCT 16 1975

8453 Baker-Copperfield Sec. of 1976
Baker-Copperfield Hwy. E. of Baker
(Slope improvement)

#[illegible] 3

8453 **STATE COPY** 2

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-182(1)	2. COUNTY Baker	3. STATE OREGON

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved construction of fallout areas and flattening of cut slopes on the Baker-Copperfield Highway. All work was performed on the "Baker-Copperfield (M.P. 28.1, M.P. 30.0 and M.P. 64.6) Section" beginning approximately 28 miles east of Baker.

5. CONTRACTOR'S NAME D Mc D Corporation	6. CONTRACT AMOUNT $ 26,470.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* Dessey

TITLE Construction Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
NOV 1 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invest
Info

11-1-77

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width NA feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
Y106	NA	NA	NA	NA

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY R. A. NICHOLS, Area Engineer	11. DATE OF INSPECTION 4-22-77

12. IN COMPANY WITH
Joe Schliecki, Res Engr, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		16. SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 10-28-77	17. TITLE District Engineer	18. DATE 10-28-77

FORM PR-33C
(Rev. 7-72)
Previous editions of this form are obsolete

[illegible]3

May 10, 1977

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart Street
Seattle, WA 98101

Gentlemen:

On May 5, 1977, we wrote to you concerning release of final payment on Contract No. 8453 awarded to D Mc D Corporation for slope improvement on the Baker-Copperfield (M.P. 28.1, 30.0 and 64.6) Section of the Baker-Copperfield Highway in Baker County.

Final payment on this contract is $500.60 and the total contract amount is $25,214.10. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dds

cc D Mc D Corporation
P. O. Box 1012
La Grande, OR 97850

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

#2452 -3-77

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-182(1)

STATE PROJECT NO.
See below

COUNTY NAME
Baker

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70201

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 6 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED
10-22-76

DATE AUTHORIZATION EFFECTIVE
3-30-77

FEDERAL ROUTE NUMBER
Secondary 182

STATE ROUTE NUMBER
Primary 12

GENERAL LOCATION:
"Baker-Copperfield Section"

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 3-30-77 letter, This will confirm Mr. R. A. Nichols' verbal approval of the minor program change and authorization to proceed with the additional work effective 3-30-77.

Program Change: Location SR 86, 17.8 miles west of Richland WCL, east 40.6 miles.

There is no anticipated increase of cost for the above change.

DATE
5-3-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
For Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Report # 3 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Baker-Copperfield (MP 28.1, 30.0, 64.6)

WEEK ENDING: April 16, 1977

SECTION PREFIX: 1-1091

HIGHWAY: Baker-Copperfield

COUNTY: Baker

NAME OF JOB: Baker-Copperfield (MP 28.1, 30, 64.6)

KIND OF WORK: Slope Improvement

CONTRACTOR: D Mc D Corporation

CONTRACT NUMBER: 8453

FEDERAL AID PROJECT NUMBER: RS-182(1)

DATE OF CONTRACT: November 26, 1976

DATE WORK STARTED: March 28, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 175

WORK DAYS USED

CALENDAR DAYS USED 40

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 22.9%

PROJECT AUTHORIZATION: $ 30,308.15

EXCLUSIVE OF ENGINEERING: $ 27,661.15

ENGINEERING AUTHORIZATION: $ 2,647.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 25,214.00

ENGINEERING COST TO DATE: $ 2,050.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 8.85 %

PERCENT OF AUTHORIZATION: 77 %

DATE PROJECT WAS COMPLETED: April 12, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
D-7 Cat dozer; 12 yd dump truck; Cat 966 frontend loader; Cat 12F blade; pickup.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10	Ptly Cldy	1		
MONDAY 11	Ptly Cldy	1		
TUESDAY 12	Ptly Cldy	1		Completion Day.
WEDNESDAY 13				
THURSDAY 14				
FRIDAY 15				
SATURDAY 16				

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
APR 18 1977
CONSTRUCTION
SECTION

L. N GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	No activity.
MONDAY 11	MP 23.6 - worked 8 hours with D-7 cat dozer and frontend loader rounding off cut bank. Maintenance forces hauling material to shoulders.
TUESDAY 12	MP 23.6 - contractor hauled D-7 dozer and front end loader off the project. COMPLETION DAY.
WEDNESDAY 13	
THURSDAY 14	
FRIDAY 15	
SATURDAY 16	

REMARKS

Status: All contracted work completed.

Completion day 4/12/77.

Semi-final estimate and records submitted to Region 4/15/77.

FINAL REPORT

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8453

STATE COPY ys

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12 78	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-16-76	State Oregon County Baker Project No. RS-102(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 86, 13.3 mi. W. of Richland WCL, E 36.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-22-76	0.00
OTHER *(Specify)*		

FUNDS Pro-rata

ESTIMATED TOTAL COST OF PROJECT $ 30,308	FEDERAL FUNDS $ 26,004

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By Ed Hunter
Deputy State Highway Engineer
(Title)
By ______
______ *(Title)*
By ______
______ *(Title)*

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator DEC 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon, December 7, 1976

Federal-aid Project
No. RS-182(1)

Baker-Copperfield (M.P. 28.1, 30.0, 64.6)
Baker-Copperfield Highway
Baker County

Project Agreement Estimate.

Type Code Y106
Rock Fallout Protection (M.P. 28.1, M.P. 30.0, M.P. 64.6)

Mobilization	All Required		$ 4,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	350 Sq. Ft.	6.00	2,100.00
Temporary Barricades	10 only	100.00	1,000.00
Flagmen	200 Hr.	16.50	3,300.00
Clearing and Grubbing	All Required		500.00
Moving Cost	All Required		1,000.00
Tractor, Dozer (150hp)	64 Hr.	45.00	2,880.00
Tractor, Dozer and Ripper (270hp)	30 hr.	65.00	1,950.00
Blade Grader	80 hr.	10.00	800.00
Front End Loader	56 hr.	45.00	2,520.00
Dump Truck	64 hr.	30.00	1,920.00
Air Compressor	16 hr.	40.00	640.00
Jack hammer	16 hr.	40.00	640.00
Laborers	16 hr.	20.00	320.00
Expolsives	300 lb.	3.00	900.00
	Subtotal		26,470.00
	Engineering		3,838.00
	Total		30,308.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Federal Funds	(85.80%)	$ 26,004.00
State Funds		4,304.00
Total		$ 30,308.00

Group 1	100%
Contract No.	8453
Prefix No.	1-1091

84-

15

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-182(1)

STATE PROJECT NO. Baker=Copperfield Sec.

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70201

COUNTY NAME Baker

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOV 12 '76
REFER TO Rulien
FOR

DATE PS&E APPROVED	**DATE AUTHORIZATION EFFECTIVE**	**FEDERAL ROUTE NUMBER** Secondary 182
10-22-76	10-2276	**STATE ROUTE NUMBER** Primary 12

GENERAL LOCATION:

Mile Post 28.1 - 30.0 and 64.6.

GENERAL DESCRIPTION OF WORK:

Rock fallout protection Code Y106, Miles 0.0.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 10-8-76, I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non-major action as set forth in FHPM 7-7-2.

Also as requested in Mr. Rulien's 10-8-76 letter, you are authorized to proceed with actions necessary to advance to completion thephysical construction provided for by the above project at a total estaimted cost of $34,500; Federal funds $29,600 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, tnis office should be notified of such proposed exceptions and reasons thereof.

DATE	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE**
11-5-76		Division Administrator

FORM PR-1240 (REV. 6-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 -631-865

8453

12

ALL CLEAR 10/22/76

Donald L Rout

ENVIRONMENTAL REVIEW

Section Baker - Copperfield (MP 28.1, 30.0, 64.6)
Highway Baker - Copperfield
County Baker Region 5
Type of Work Bench and scale slopes
Funds FAS

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ Recommended Non-major
6-17-76 Letter Potter to Rulien

DIVISION OF STATE LANDS: None

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: None

FISH & WILDLIFE COMMISSION: None

CORPS OF ENGINEERS: None

DEPT. OF ENVIRONMENTAL QUALITY: Noise - All Clear

OTHER: Archaeological - All Clear 10-20-76 Letter
Potter to Rulien

October 8, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70201
Project No. RS-182(1)
Baker-Copperfield (MP 28.1, MP 30.0 & MP 64.6) Section
Baker County

Attached is data for the subject project.

We request the following:

(1) Concurrence that the project falls in the classification of non-major action as set forth in FHPM 7-7-2, paragraph 10a.

(2) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

(3) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $34,500 with an obligation of $29,600 in federal funds.

It is the Oregon State Highway Division's intention to receive bids for this project on November 18, 1976.

This is the first authorization request because the P.E. phase of work shown on the annual program is being done with State funds.

JLG:ljt
Attachment
cc: W. E. Schwartz (Reg. 5)
D. E. Swan

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

10-8-76

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 86, 13.3 mi W of Richland WCL, E 36.1 mi 21 68	ADT	PRESENT 550 DHV 80	FUTURE 825 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Rock fallout protection 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) RS- 14 28	NUMBER 182 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary		COUNTY NAME Baker			CODE 00 (14)
	NAME OF URBAN AREA --- 17-31	ROUTE NO. S	FEDERAL-AID 182* (22)	STATE 12 (30)	U.S. -- (37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	118	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE							
5					ROW							
5					CONST (CODE) (Safety) Y106		"Baker-Copperfield (MP 28.1, MP 30.0 & MP 64.6) Section"	0.0	34,500	29,600	4,900	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	34,500 (18) (23)	29,600 (24) (33)	4,900		
1	14	PROGRAM APPROVAL DATES					REMARKS		

*Old FAS 01-002; Project No. 01-002.
NOTE: 0.95 mi. work area & 35.15 mi no-work area.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

10-8-76

ATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
13.3 mi W of Richland WCL, E 36.1 mi		550 DHV 80	825	96	10	Oregon	41	075	70201

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ion								RS-	182	(1)		

	COUNTY NAME	CODE	PROGRAM STAGE
Secondary	Baker	001	☐ 1 OR ☐ 2

ROUTE NO.		FEDERAL-AID	STATE	U.S.
S		182*	12	--

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	"Baker-Copperfield (MP 28.1, MP 30.0 & MP 64.6) Section"	0.0	34,500	29,600	4,900		ROW-100' min.; Access control-none; Parking Restrictions-none
JLG	PROJECT TOTALS	0.0	34,500	29,600	4,900		

SES

REMARKS

*Old FAS 01-002; Project No. 01-002.
NOTE: 0.95 mi. work area & 35.15 mi no-work area.

-over-

BAKER-COPPERFIELD (MP 28.1, MP 30.0 & MP 64.6) SECTION
PROJECT NO. RS-182(1)

Existing Facility:

MP 28.1---Two 11' lanes bituminous surfaced with 4' nominal shoulders.
MP 30.0---Same as MP 28.1.
MP 64.6---Two 12' lanes bituminous surfaced with 4' shoulders.

Adjacent Sections: Same as Existing Facility

Project Data: Provide rock fallout protection by flattening or benching and scaling slopes approximately at MP 28.1, MP 30.0 and MP 64.6 and other incidental work common to this type of project.

Right-of-Way: No additional required.

Exception to Minimum Standards: None

System Action, Airports, Water Development, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements:

a. State Clearinghouse--Exempt from A-95 review under working agreement.

b. District 13 Clearinghouse--It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 4-4-2 Requirements: Urban Transportation Planni
applicable.

FHPM 7-7-2 Requirements: Non-major action project as
in paragraph 10e.

FHPM 7-7-5 Requirements: Not applicable under "Times
Procedures" set forth in F

Note: This project is in Congressional District No.

MP 30.0 & MP 64.6) SECTION

bituminous surfaced with 4'
oulders.
.1.
bituminous surfaced with 4' shoulders.

Existing Facility

fallout protection by flattening or benching
ately at MP 28.1, MP 30.0 and MP 64.6 and
n to this type of project.

required.

ards: None

ater Development, Historical and Recreational

xempt from A-95 review under working

use--It is our contention that this is a
r if it were fully operational or representative
rict or both that it would have a signed working
Furthermore, it is our opinion that A-95 review
e work involved is such that it will not affect
lic work involved activities of concern to the
s, as the project will not result in an alteration
c flow patterns that would require a significant
pleted or underway.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable.

FHPM 7-7-2 Requirements: Non-major action project as set forth in paragraph 10e.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Note: This project is in Congressional District No. 2.

8454 Harris Beach State Park 1976
N. of Brookings
(Utility building)

#.84[illegible]/

9

STATE OF OREGON

INTEROFFICE MEMO

State Parks
DEPT.

5009
TELEPHONE

TO: C. W. Head
Commission and Staff Services

DATE: 1/31/79

FROM: Gary A. Scott
State Recreation Director

SUBJECT: Amendment to the Project - Harris Beach Utility Bldg.
OP 819, Statewide project

The Heritage Conservation and Recreation Service has approved the amendment to the above-named project. A copy of the amendment is attached for your information and records.

GAS:jtc

attachment

cc: Jim Cavanaugh
Warren Gaskill
Ray Leavitt
Arnie Slack
Regional Park Supervisor

81-125-1387

REC

UNITED STATES
DEPARTMENT OF THE INTERIOR
Heritage Conservation and
Recreation Service

State Oregon (Curry County)

Project Amendment No. 41-00805.1

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT To Project Agreement No. 41-00805 is hereby made and agreed upon by the United States of America, acting through the Director of the Heritage Conservation and Recreation Service and by the State of Oregon pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above mentioned agreement is amended by adding the following:

Amend project cost with no change in the project period or scope.

Item	Change from	Change to
Total Cost	95,000	102,372
Fund Support	50%	50%
Fund Amount	47,500	51,186
Cost of this Stage	95,000	102,372
Assistance this stage	47,500	51,186

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By Dale Q. Hackins
(Signature)

For the Regional Director
(Title)

Heritage Conservation and
Recreation Service
United States Department of
the Interior

Date JAN 25 1979

STATE

Oregon
(State)

By
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

HCRS 8-92a

OMB NO. 80-R0184

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL

1. Federal Domestic Assistance Catalog No. 15.400

2. Functional or Other Breakout ....

SECTION B – CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions: Latest Approved Amount	Use only for revisions: Adjustment + or (–)	Total Amount Required
1. Administration expense	$	$	$ 61.42
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Other architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			102,310.58
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			102,372.00
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			102,372.00
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			102,372.00
20. Federal Share requested of Line 19			51,186.00
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (Lines 20 & 21)			51,186.00
23. Grantee share			51,186.00
24. Other shares			
25. Total project (Lines 22, 23 & 24)	$	$	$ 102,372.00

[illegible]

OMB NO 80-R0184

SECTION C – EXCLUSIONS

26 Classification	Ineligible for Participation (1)	Excluded from Contingency Provision (2)
a.	$	$
b.		
c.		
d.		
e.		
f.		
g. Totals	$	$

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

27. Grantee Share		$
a. Securities		
b. Mortgages		
c. Appropriations (By Applicant)	State Parks Budget	51,186.00
d. Bonds		
e. Tax Levies		
f. Non Cash		
g. Other (Explain)		
h. TOTAL – Grantee share		51,186.00
28. Other Shares		
a. State		
b. Other		
c. Total Other Shares		
29. TOTAL		$ 51,186.00

SECTION E – REMARKS

PART IV PROGRAM NARRATIVE (Attach – See Instructions)

845 8

September 14, 1977

St. Paul Fire & Marine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On September 9, 1977, we wrote to you concerning release of final payment on Contract No. 8454 awarded to Horton Bros., Inc., for a utility building at Harris Beach State Park in Curry County.

Final payment on this contract is $1,007.62 and the total contract amount is $85,652.26. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Horton Bros., Inc.
P. O. Box H
Brookings, OR 97415

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

#24-7

8

July 25, 1977

Horton Bros., Inc.
Post Office Box H
Brookings, OR 97415

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8454 for work on Harris Beach State Park in Curry County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete time extension of six days is granted to delete all liquidated damages. This is due to delay of delivery of materials.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Robert Church
Alfred Shirley, Jr.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 22, 1977

FILE: CON 5 #8454

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Harris Beach State Park
Contract No. 8454
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Horton Bros. Inc. requests a 10-day extension of their specified completion date on this project for a utility building. Actually there are only six days liquidated damages accrued at $75 per day up to the completion date of record of June 6, 1977. Some dates are:

Bids opened	November 18, 1976
Contract sent for execution	December 6, 1976
Contractor started work	December 15, 1976
Specified completion date	May 31, 1977, work 90% complete
Actual completion	June 6, 1977 (six days at $75 per day)

The contractor cites two material delivery delays allegedly beyond his control. These both seem to be legitimate. The Western Buff Brick were supplied from Canada and although not fully documented, the contractor did express concern about timely delivery as early as January of this year. This is called Hollow Clay Unit Masonry in the specs with a designated supplier ("as manufactured by Canadian Refractories Division, Dresser Industries, Canada, Ltd.") The delay of some plumbing materials is also documented as due to the extreme winter weather in the east. Although not mentioned by the contractor, a couple added orders to the project would also justify a few days time.

We therefore concur with the field recommendations for granting a complete time extension of six days on this project. It has federal BOR funding and we have been handling those projects like federal-aid secondary and would consider the extension participating.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JUL 25 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date ...., 19......

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. ...., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

MORTON BROS. INC.
Contractor

By
Donald W. Morton.

CONSENT OF SURETY

Date June 16, 19 77

We, ST. PAUL FIRE & MARINE INSURANCE COMPANY

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GERALD ROSS
Attorney-in-fact

(SEAL)

GERALD ROSS
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8454 Contractor Horton Bros., Inc.

Highway - - -

Section Harris Beach State Park

Kind of Work Utility Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend complete time extension of 6 days to avoid liquidated damages. This is for delay in delivery of brick and plumbing materials from their sources outside the State.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 8454
Project designation BOR 41 00805
State-Federal
Date awarded Nov. 26, 1976
Work started December 15, 1976
Per cent completed 100%
Date
No. of Workdays Allowed Completion Date May 31,1977
No. of Workdays Used
No. of Added Workdays Requested 6 Cal. Days

SP*6266-734

TO

Horton Bros., Inc.
Box H
Brookings, OR 97415

FROM

W. H. CRESS CO.
Mailing Address:
P. O. Box 42127
Portland, Oregon 97242
St. Address:
1219 S. E. Ivon
Portland, Oregon 97202
(503) 233-4068

ATTN.	DATE	SUBJECT
	5/28/77	Harris Beach State Park

MESSAGE

Items shipped & dates:

Grab Bars - 4/14/77 - UPS
S.S. Shelves - 5/12/77 - UPS
Coat Hooks - 8 shipped 4/26/77 UPS - 8 more shipped this week
Mirrors - 5/20/77 - Universal Carloading
Soap Dispensers - Called factory 5/27/77 - Will Call back
International Fabricators - shipped 1 carton 5/18/77 by Clipper Exxpress - 108 lbs.

Will check on soap dispensers again 5/31/77 and let you know on these.

PLEASE REPLY TO ▶

BY Sue W.H. Cress Co.
Sue W.H. Cress Co.

DATE

REPLY

BY

RECEIVER - RETURN THIS COPY TO SENDER

TO

Horton Bros.
Box H
Brookings, Oregon 97415

FROM

W. H. CRESS CO.
Mailing Address
P. O. Box 42127
Portland, Oregon 97242
St. Address
1219 S. E. Ivon
Portland, Oregon 97202
[illegible] -6056

ATTN. Donald

DATE 4/12/77

SUBJECT Harris Beach Utility Bldg. Project

MESSAGE

We are sorry that we have not replied to your request for shipping information on the above job.

As you know, the mid-west experienced one of their worst winters this year. At the Weis factory location, the drifts were as high as 15', so not only was production halted due to lack of materials from their suppliers closed down due to the natural gas shortage, their personnel were unable to get to work at the manufacturing plant. A backlog of orders was created hence a delay in shipment of some of our pressing jobs as well as orders on our normal delivery schedule.

PLEASE REPLY TO ▶ BY

The factory has advised us today

DATE

REPLY

that their truck is scheduled to leave on April 29th from the plant and your material will be on the job no later than early week of May 9th or sooner. If the factory truck comes directly to Portland, delivery will be first week of May. This is predicated on no unforeseen happenings to delay the shipment en route.

Thank you for your patience. We are sorry that we have had to test it, but do wish to advise we have had a number of our factories shut down completely due to the severe winter conditions and lack of natural gas.

BY

RECEIVER RETURN THIS COPY TO SENDER

Horton Bros., Inc.

P.O. Box H • Brookings, Oregon 97415 • (503) 469-2460

18 January, 1977.

Mr. Eugene Ash,
Oregon State Division of Highways,
Box 715,
Coquille, Oregon 97423.

Re: Harris Beach State Park, Utility Building.

Dear Sir:

Reference is made to telephone call from your office, 17 January, 1977 wherein you stated that the Brick called for on the above job was available in Portland, Oregon from Mutual Materials, telephone 503-655-7166.

I immediately called Mr. Dale Koeller, Manager, and asked if the brick was available, as per the information received in above mentioned call. After some discussion he admitted that they were not available in Portland, and advised that they would go into the drying kiln in the Factory in Canada the week of 9 February, 1977, which would mean delivery in Brookings probably the week of 21 February, 1977, but this was by no means a guaranteed date.

This information is furnished you in order that you may be [illegible] as to the progress made by the undersigned.

Very truly yours,

HORTON BROS. INC.

Donald W. Horton.

Horton Bros., Inc.

[illegible]

18 Jan[illegible], [illegible]

Mr. Eugene Au[illegible]
Oregon State Division of [illegible]
Box 716,
Coquille. Oregon 97423.

Re: Harris Beach State Park, Utility Building.

Sir:

As per our telephone conversation of the 14th, I am writing you in order that I may be on record regarding disturbing supply information, on the bricks for the above mentioned job.

When the color of brick was selected by the State, Western Buff, I immediately called Clayburn Industries, Inc., 10655 N. E. 4th St., Suite 12, Bellevue Washington 98004, Mr. Bleil Regional Sales Manager and Dick Gross Sales Manager. We had originally been informed by the same men that Western Buff was immediately available, and upon receipt of drawings and color back from the State, I sent off my Purchase Order and asked for delivery of 1. Jan. 1977. This morning (morning of 14th) I received a call from Mr. R. A. Bleil that the brick was not available as previously stated, and that the Canadian factory had sent it to a job in Prince George, B. C. They also informed me that they had no leverage or control over the Canadian Factory and could not even guarantee a date for delivery, but it would be NO SOONER than the middle of February, and it would appear to the undersigned that this is a "ball park" guess. I questioned the ethics of such handling, but they still claimed that they were just the U. S. outlet, and had no control whatsoever, and were constantly embarrassed by the handling of an out of country supplier.

My deep concern, and question at this time is just exactly how the State of Oregon expects to get a job done within the limits of the time schedule, and not supply an "equal" or "better" alternative product, or more than a single foreign supplier.

Very truly yours,

HORTON BROS. INC.

[illegible]

8454

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Harris Beach State Park

WEEK ENDING: June 11, 1977

SECTION PREFIX: 908 - 2702

HIGHWAY: -

COUNTY: Curry

NAME OF JOB: Harris Beach State Park Utility Bldg.

KIND OF WORK: Utility Building

CONTRACTOR: Horton Bros., Inc.

CONTRACT NUMBER: 8454

FEDERAL AID PROJECT NUMBER: BOR 41 00805

DATE OF CONTRACT: November 26, 1976

DATE WORK STARTED: December 15, 1976

ESTIMATED COMPLETION DATE: June 6, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 104

PROJECT AUTHORIZATION: $ 97,514.76

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $ 88,998.21

ENGINEERING AUTHORIZATION: $ 8,516.98

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 88,998.21

ENGINEERING COST TO DATE: $ 10,304.52

DATE PROJECT WAS COMPLETED: June 6, 1977

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 121 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	HOT			
MONDAY 6	Clear			
TUESDAY 7	Clear			
WEDNESDAY 8	Fair			
THURSDAY 9	Clear			
FRIDAY 10	Fair			
SATURDAY 11				

Routing
Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — JUN 13 1977 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	5	No Work
MONDAY	6	Plumber fixed leaks in water lines.
TUESDAY	7	No Work
WEDNESDAY	8	Installed heaters.
THURSDAY	9	Plumber fixed leaks and carpenter installed mirrors.
FRIDAY		Contractor installed mirrors.
SATURDAY		

REMARKS

Final Inspection held on Friday , June 10th. Jix Gix , Val Jones, John Hollingsworth, at inspection.

Soap dishes and 8 coat hooks are only missing items.

SIGNED ____ LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8454 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 22, 1976

FROM: Edgar L. Johnsen
Special Studies & Cost Engineer

SUBJECT: Engineer's Estimate for Project No 2 "Harris Beach State Park, Curry County"

TO: E. S. Hunter
Deputy State Highway Engineer

The amount of the engineer's estimate for the building was reduced $5,000 from $65,000 by the Specifications Section to provide an allowance for mobilization, a bid item added after the estimate was made. The amount extra for mobilization as such was excluded from the engineer's estimate for the structure. The estimate for the project should be raised $5,000 to $80,086 because of this omission. The low bid would be 5.9 percent of the revised estimate.

Bids were submitted by three bidders that would locally bid on this class of work. No lower bid is anticipated by readvertising.

Award to the low bidder is recommended.

ELJ:fr

cc: D. E. Swan

NOTED
E. S. HUNTER

cc Cornforth
11-23-76

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO
FOR
Info | Inves. | R/D | D.R | Sign | Act | File

5454 9

ALL CLEAR 10/19/76

Donald L Dowt

ENVIRONMENTAL REVIEW

Section Harris Beach State Park
Highway
County Curry Region 3
Type of Work Utility, Building
Funds Parks BOR

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ N/A State Funds

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: N/A

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise - N/A State Funds

OTHER: Archaeological - N/A State Funds - All Clear
10-20-76 Letter Potter to Rulien

8404 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR. 7748G

July 2, 1976

Salem, Oregon

R.W. Ellison

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:
Harris Beach State Park
Utility Building

It is now apparent that we will not be able to furnish to you all the plans and supporting data required for the completion of the Special Provisions and Estimate for the subject project eight weeks prior to the bid opening date of August 26, 1976.

In view of the above, it is suggested that the subject be rescheduled for the bid opening on October 21, 1976.

The value engineering for this project has been completed and we are now awaiting new guidelines and design criterion.

EDH/ag

cc L. W. Rulien
C. G. Swenson
W. Gaskill

RECEIVED
JUL 06 1976
ROAD
DESIGN
SECTION

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up / /
Other

8454.

15

STATE OF OREGON

INTEROFFICE MEMO

TO: Larry Rulien
Program Management

DATE: June 9, 1976

FROM: Curt Baker C Baker
Recreation Staff Engineer

SUBJECT: Harris Beach Utility Building
Curry County OP 819
41-00805

We now have formal approval from the Bureau of Outdoor Recreation for the funding of the Harris Beach State Park Utility Building in Curry County. The BOR project number is 41-00805, the amount of BOR assistance is $47,500. The project period is from May 24, 1976 to December 31, 1978.

Please operate this project under the same type of regulations as used for FAS projects.

CB: Jba
Attachment
cc: Alfred Shirley, Jr., Roseburg
Hal Versteeg, Hwy. Building
Val Jones, Coos Bay
Jim Cavanaugh, Finance
Larry Jacobson, Parks
C. W. Head, Hwy. Building

RECEIVED
JUN 10 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ED
HEAD

81-125-1307

LAND AND WATER CONSERVATION FUND PROJECT AGREEMENT

General Provisions

A. **Definitions**

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior.

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project stage which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

   (a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director.

   (b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

   (c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit.

   (d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. Sec. 276(c) (1964), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

   (e) The State shall incorporate, or cause to be incorporated, into all construction contracts the following provisions:

   "During the performance of this contract, the contractor agrees as follows:

   "(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

   "(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

   "(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

"(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

"(7) The contractor will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, (2) assist and cooperate actively with the BOR and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Secretary of Labor, (3) obtain and furnish to the BOR and to the Secretary of Labor such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Secretary of Labor or the BOR pursuant to Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part II, Subpart D, of Executive Order No. 11246 of September 24, 1965.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. Development plans and specifications shall be available for review by the Director upon request.

8. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director.

9. If any tract or parcel of, or interest in, real property subject to being purchased under the provisions of this agreement, but not identified herein, is found by the Director for any reason not to be suitable for Federal assistance, all obligations of the United States hereunder shall cease as to such parcel, tract or interest.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. The State shall use any funds received by way of advance payment from the United States under the terms of this agreement solely for the project or project stage herein described.

4. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

5. Because one of the basic objectives of the Land and Water Conservation Fund Act is to enhance and increase the Nation's outdoor recreation resources, it is the intent of the parties hereto that recipients of assistance will use moneys granted hereunder for the purposes of this program, and that assistance granted from the fund will result in a net increase, commensurate at least with the federal cost-share, in a participant's outdoor recreation. It is intended by both parties hereto that assistance from the fund will be added to, rather than replace or be substituted for, State and local outdoor recreation funds.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

4. Because the benefit to be derived by the United States from the full compliance by the State with the terms of this agreement is the preservation, protection, and the net increase in the quantity and quality of public outdoor recreation facilities and resources which are available to the people of the State and of the United States, and because such benefit exceeds to an immeasurable and unascertainable extent the amount of money furnished by the United States by way of assistance under the terms of this agreement, the State agrees that payment by the State to the United States of an amount equal to the amount of assistance extended under this agreement by the United States would be inadequate compensation to the United States for any breach by the State of this agreement. The State further agrees, therefore, that the appropriate remedy in the event of a breach by the State of this agreement shall be the specific performance of this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. Sec. 118k (1964), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property acquired or developed pursuant to this agreement to other than the public outdoor recreation uses specified in the project proposal attached hereto without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

J. Nondiscrimination

1. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement.

2. The State shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, 78 Stat. 241 (1964), and with the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17 (1964).

3. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

K. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

L. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

The property for this park was acquired in three parcels on November 21, 1941, September 19, 1960 and April 14, 1971. The 1971 acquisition was made under BOR project 41-00221, under which all of the provisions of PL 91-646 were followed.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By Allen
(Signature)

asst Reg Dir
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 5/24/76

STATE

Oregon
(State)

By Gary A Scott
(Signature)

Gary A. Scott
(Name)

State Recreation Director
(Title)

INT: 4804-75

8454

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 13, 1976

TO

Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P. O. Box 647
1975 McPherson Street North
North Bend, Oregon 97459

FROM

George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for Bureau of Outdoor Recreation
District 7
Harris Beach Restrooms (OP 819)
One Mile North of Brookings
Curry County

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be March 10, 1976.
If additional information is desired, please contact Gary A. Scott, phone 378-6596.

NOTED
MARIE STEPHENS

Attachments
BLG:re

cc: ✓F. B. Klaboe
D. G. Talbot
J. H. Versteeg
R. E. Royer
J. B. Boyd
G. N. Hopkins County-City
Gary Potter
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
B. E. Brown
Aeronautics Division

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 **APPLICANT:** Oregon State Highway Division — **DIVISION:** State Parks Branch

03 **APPLICANT ADDRESS — STREET:** State Highway Building — **CITY:** Salem — **ZIP:** 97310

04 **CONTACT PERSON:** Gary A. Scott — **AREA CODE:** 503 — **PHONE:** 378 — **EXTENSION:** 6596

01 **PROJECT TITLE:** Harris Beach Restrooms (OP 819) District 7

11 **PROJECT LOCATION—CITY:** One Mile North of Brookings — **PROJECT LOCATION—COUNTY:** Curry — **PROJECT LOCATION:** SEC: 36 T: 40S R: 14W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05

06 Replace an existing wood frame restroom in one loop of the existing

07 overnight campground with a larger concrete block building to serve the same

08 camping loop. Old structure to be removed, new one to be constructed on the

09 same site.

10 This is a State Parks Branch Project.

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
(A) Grant	(B) Other	(C) State	(D) Local	(E) FUNDS	(F) FUNDS
42,500	--	42,500	--	--	85,000

13 **TYPE OF OTHER FEDERAL FUNDS (See 12B):** — **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E):**

14 **FEDERAL PROGRAM TITLE:** Land and Water Conservation Fund

15 **FEDERAL AGENCY NAME:** Department of the Interior — **FEDERAL SUB-AGENCY NAME:** Bureau of Outdoor Recreation

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: ~~February 13, 1976~~

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: MONTH March — DAY 10, — YEAR 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

None

IV. Federal Catalog number (or Public Law no. and title) 15,400

V. Has funding agency been notified? No ☒ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency State Parks

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☒ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$ 42,500	$

(c) FUNDING METHOD

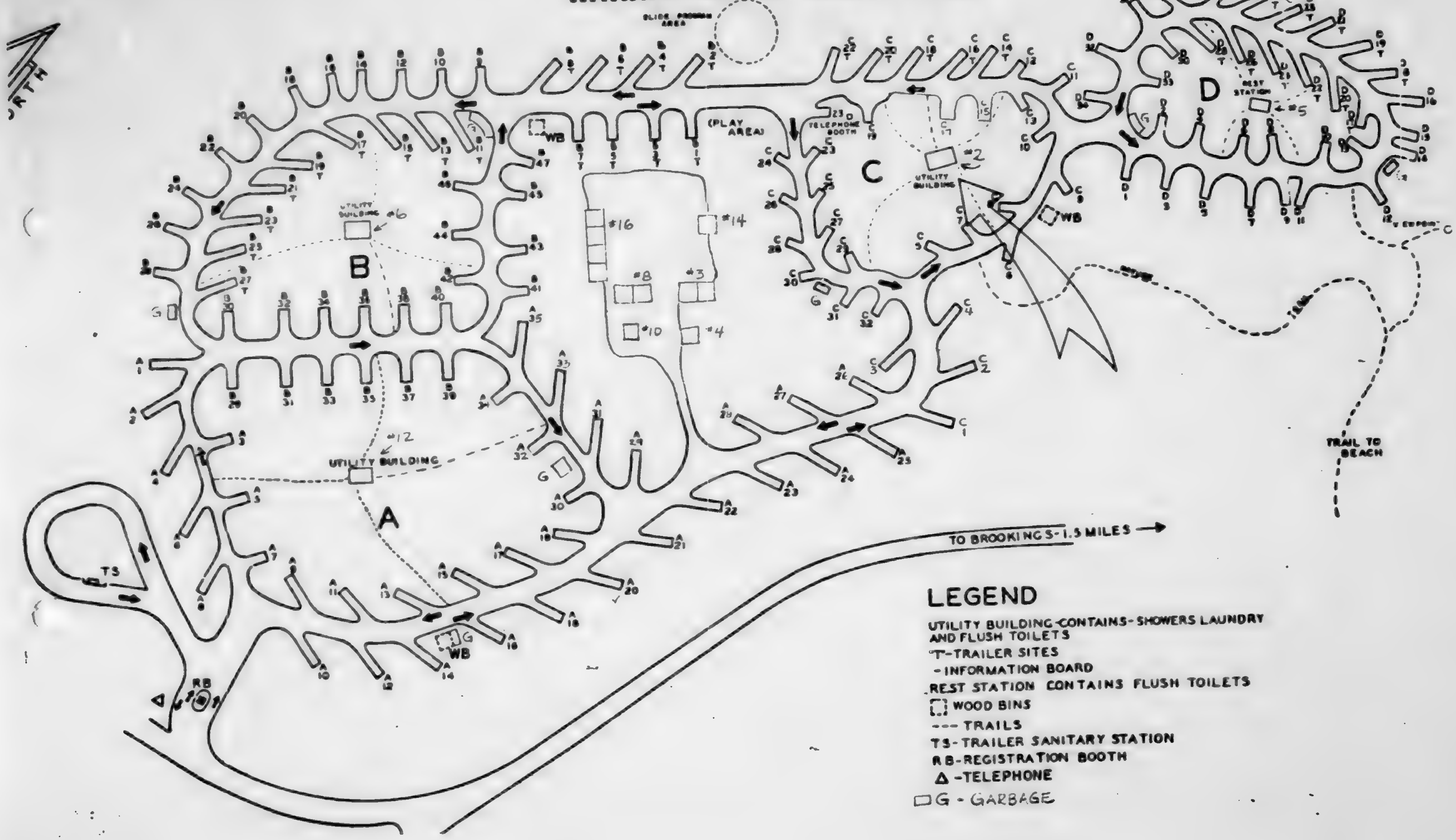
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	% 50	$ 42,500	% 50	$ 42,500	% 100	$ 85,000
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☒ Yes ☐ Number

) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☒

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

HARRIS BEACH STATE PARK


NORTH
SLIDE PROGRAM AREA
A
B
C
D
UTILITY BUILDING
#12
#6
#2
#16
#14
#8
#3
#10
#4
#5
(PLAY AREA)
TELEPHONE BOOTH
REST STATION
WB
G
TS
RB
TRAIL TO BEACH
TRAIL
TO BROOKINGS-1.5 MILES →

LEGEND

UTILITY BUILDING-CONTAINS-SHOWERS LAUNDRY AND FLUSH TOILETS
"T"-TRAILER SITES
-INFORMATION BOARD
REST STATION CONTAINS FLUSH TOILETS
⬚ WOOD BINS
--- TRAILS
TS-TRAILER SANITARY STATION
RB-REGISTRATION BOOTH
△ -TELEPHONE
☐G - GARBAGE

8455 "C" Canal Br. of the Lower 1976
Klamath Hwy. S. of Klamath Falls
(Structure)

8455-18 **STATE COPY**

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

cc: OSHD (H.S.Coulter)
Wash DC (HHO-32)

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-168(1)	2. COUNTY Klamath	3. STATE OREGON

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of a bridge (No. 3906A) over the "C" canal. The structure is 40 feet long and has a roadway width of 31.42 feet. An asphalt overlay, by State forces, was completed April 20, 1977. All work was performed on FAS 168 approximately 10 miles southerly of the town of Klamath Falls.

5. CONTRACTOR'S NAME Ross Bros. Construction, Inc.	6. CONTRACT AMOUNT $ 36,106.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* C. T. Kessay

TITLE Construction Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

ENGR REFER TO FOR
File
Act
Sig
D/R
R/D
Info

11-1-77

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
NA	NA	NA	Z X080	0.008

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY D. B. Carter, Area Engr	11. DATE OF INSPECTION February 14, 1977

12. IN COMPANY WITH
E. J. Dunn, Res Engr; R. Sandman, REg 4 Constr Engr

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		16. SIGNATURE Original signed by G. K. Hossner Dist Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 10-28-77	17. TITLE District Engineer	18. DATE 10-28-77

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

ROBERT W. STRAUB
GOVERNOR

FILED
JUN 1 1977
NORMA PAULUS
SECRETARY OF STATE

5196

RECEIVED
JUN 1 1977
NORMA PAULUS
SECRETARY OF STATE

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

May 27, 1977

Mr. Angelo Doveri
505 Lincoln Street
Klamath Falls, OR 97601

Dear Mr. Doveri:

Reference is made to your letter of May 24, 1977, informing us that you have a claim for crane service, fueled, operated and maintained by you, to set deck panels in the amount of $117 against the bond taken from the Ross Bros. Construction, Inc. contract.

This appears to be in connection with the Ross Bros. Construction, Inc. Contract No. 8455, Structure, "C" Canal Bridge Section on the Lower Klamath Highway in Klamath County. The Safeco Insurance Company of America furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

This contract was completed on February 15, 1977, and was accepted on April 7, 1977. Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED
C. W. HEAD

CWH:dda

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

NOTED ON CARD
6-3-77
dda

bc Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Angelo Doveri
General Contractor
Hydraulic Crane Service

505 Lincoln St.
Klamath Falls, Oregon
Phone 882-3619

May 24, 1977

Mr. C. W. Head
Department of Transportation
Transportation Building
Salem, Oregon 97310

To Department of Transportation:

Notice hereby is given that the undersigned Angelo Doveri has a claim for crane service, fueled, operated and maintained by Angelo Doveri, to help set deck panels in the sum of $117.00, which is the balance still owing on a billing of $546.00, against the bond taken from Ross Brothers Construction Inc. and The Safeco Insurance Company of America for the work of Contract No.8455, "C" Canal Bridge in Klamath County.

Angelo Doveri
Angelo Doveri

RECEIVED
MAY 26 1977
[illegible]

[illegible] HEAD

455

May 19, 1977

Mr. Angelo Doveri
General Contractor
505 Lincoln Street
Klamath Falls, OR 97601

Dear Mr. Doveri:

Reference is made to your letter of May 16, 1977, and attachments concerning the money that Ross Brothers Construction, Inc. owes you for crane service in connection with Contract No. 8455, "C" Canal Bridge in Klamath County.

This contract was completed on February 15, 1977, and accepted on April 7, 1977. The Safeco Insurance Company of America furnished the bond on this contract which is given to assure completion of the job and payment of bills incurred in it.

If you wish to protect your claim under the bond, it can be filed with this office within six months after acceptance by the State. We will file your claim with the Secretary of State and will also notify the surety.

Attached are excerpts from the Oregon laws outlining the filing procedure.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

Enclosure

bc: C. T. Keasey

Angelo Doveri
General Contractor
Hydraulic Crane Service

505 Lincoln St. *Phone 882-3619*
Klamath Falls, Oregon

May 16, 1977

Mr. Cecil Head
Secretary State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Head:

In reference to State Highway Contract No. 8455 with Ross Brothers Construction Inc., for "C" Canal Bridge. We furnished a Crane to Ross Brothers to help set the deck panels. As you can see from the enclosed copies of the correspondence we have had with them, they expect the State Highway Department to pay the balance of the bill. I talked with Mr. E. J. Dunn about this and he said his office did not order the Crane for February 1.

Ross Brothers had scheduled the setting of the deck panels on February 1 as the inspector was to be there. They canceled the February 1 date for the inspector but did NOT cancel the Crane.

Mr. Dunn called R. K. Ross after we received Ross Brothers note of April 11 to tell him that his office did not order the Crane for February 1. Mr. Ross said he would check with his foreman and straighten this matter out. He has not yet done so and we have not been able to get him on the phone.

On Thursday February 3 at approximately 1:30 P.M. Mr. G.G. Lundmark of Ross Brothers called and ordered the Crane for Friday February 4 at 8:00A.M. We went out to the Bridge site a second time with the Crane and helped them set the deck panels. It was at that time we charged them one hour for the time spent on February 1, Ross Brothers did not pay $117.00 which is 1½ hours.

As we are unable to do any good from here, Mr. Dunn, gave me your name for some help with this matter. Mr. Dunn tells me that he has found that this is common procedure for Ross Brothers, if it is so I feel you would like to know.

Thanking you for your help in this matter.

Sincerely,

Angelo Doveri

Angelo Doveri

RECEIVED
MAY 17 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

TO: Angelo Doveri
505 Lincoln St.
Klamath Falls, Or 97601

FROM: **ROSS BROS. CONSTRUCTION, INC.**
3501 BROOKLAKE ROAD N. E.
SALEM, OREGON 97303
Phone [redacted]
Phone [redacted] 393-5885

SUBJECT:

DATE 3/3/77

We have received your billing in the amount of $546.00 for crane service on our construction project for OSHD at Klamath Falls. Before this billing can be processed it will be necessary for us to know who ordered the crane to the job on the first trip.

Your attention to this matter will be appreciated.

Thank you.

RECEIVED
MAY 17 1977
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

BY

REPLY TO

DATE march 5,1977

Bill Rutledge called about the middle of January and made arrangements for the Crane and one of the fellows from the job would call with a definite date and time. In the week proceeding February 1, the fellow that called and set the date and time as February 1, Tuesday , 8:00 A.M. did not leave his mame but was an older sounding gentleman. The time involved on this first order was 2½ hrs. and you were charged 1 hr of this, on invoice 5331. I do not feel this is out of line.

RETURN PART 1 TO SENDER WITH REPLY

BY

TO: Angelo Doveri
505 Lincoln St.
Klamath Falls, Or 97601

FROM: **ROSS BROS. CONSTRUCTION, INC.**
3504 BROOKLAKE ROAD N. E.
SALEM, OREGON 97303
Phone:[illegible]
Phone:[illegible] 393-5885

SUBJECT:

DATE 4/11/77

Enclosed please find our check in the amount of $429.00 which is for 5½ hrs crane service. The remaining time to be billed to Oregon State Highway as that call was ordered by them.

REPLY TO

BY

DATE

RECEIVED
MAY 17 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RETURN PART 1 TO SENDER WITH REPLY

BY

8455

DATE: April 29, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
"C" Canal Bridge
Contract No. 8455

This small bridge replacement contract has recently been completed with a 14.56 percent overrun of $6,187.39. This is a Rural Secondary federal-aid project located on the Lower Klamath Highway. Ross Bros. was the contractor. Either of two items caused the late overrun. Deck paving was an anticipated item to be done by State forces, but will overrun $2,000 due to need for temporary surfacing until permanent A.C. deck paving can be done later.

Engineering is over $2,790 even though the project was completed well within the contract time (using 61 out of 120 days allowed). The small work force and productivity on a project this size requires more than the 10 percent engineering authorized.

Your approval of an increase of $6,187.39 to a new total of $48,673.76 is requested. This will be on the Consent Calendar for your approval at the May 17 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
C. M. Williams
George Bell
Max Klotz

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8455

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 27, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: "C" Canal Bridge
Contract No. 8455
Request for Overrun

TO: E. S. Hunter
Deputy State Highway Engineer

This small bridge replacement contract is recently completed with a 14.56 percent overrun of $6,187.39, or about $1,900 more than the 10 percent tolerance allows. This is a Rural Secondary Federal-aid project located on the Lower Klamath Highway and Ross Bros. was the contractor. Either of two items caused the late overrun. Deck paving was an anticipated item to be done by State forces, but will overrun $2,000 due to temporary A.C. surfacing since permanent A.C. deck paving could not be done until later.

Engineering is over $2,790 even though the project was completed well within the contract time (using 61 out of 120 days allowed). The small work force and productivity on a project this size requires more than the 10 percent engineering authorized.

New pricing by one price agreement is small, so there is no PCRB requirement.

A rough draft letter to the Transportation Commission requesting increase to a new total of $48,673.76 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8455

April 8, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8455 awarded to Ross Bros. Construction, Inc. for the "C" Canal Bridge on the Lower Klamath Highway in Klamath County was completed on February 15, 1977 and accepted by the State Highway Engineer on April 7, 1977.

Final payment in the amount of $1,891.09 will be released to the contractor after April 13, 1977. The total contract amount is $37,817.96 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Carl Williams

8455

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 'C' CANAL BRIDGE

WEEK ENDING: February 25, 1977

SECTION PREFIX: 118-1036

HIGHWAY: Lower Klamath

COUNTY: Klamath

NAME OF JOB: "C" Canal Bridge

KIND OF WORK: Structure

CONTRACTOR: Ross Bros. Construction, Inc.

CONTRACT NUMBER: 8455

FEDERAL AID PROJECT NUMBER: RS-168 (1)

DATE OF CONTRACT: Nov. 26, 1976

DATE WORK STARTED: December 9, 1976

ESTIMATED COMPLETION DATE: February 15, 1977 ~~120 Calendar Days~~

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN – SUPERVISION –

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 61

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 51

PROJECT AUTHORIZATION: $ 42,486.37

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 38,775.77

ENGINEERING AUTHORIZATION: $ 3,710.60

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 40,817.76

This week ENGINEERING COST TO DATE: $ 6,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 5.3 %

PERCENT OF AUTHORIZATION: 175 %

DATE PROJECT WAS COMPLETED: February 15, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Bridge Removal	Drive Steel Piles
						100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3906							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Strong Winds-Cool			-	
MONDAY	Rain-Snow Flurries-Cool			-	
TUESDAY	Scattered Clouds-Wind-Cool			-	
WEDNESDAY	½" Snow A.M.-Wind-Cool			-	
THURSDAY	½" Snow A.M.-Clear & Cool P.M.			-	
FRIDAY	Cloudy-Cool			-	
SATURDAY	Cloudy-Cool			-	

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
FEB 28 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	See remarks.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-Final estimate was completed Thursday, February 24, and mailed to Region Office.

This is the last weekly report for this project.

EJDunn

SIGNED E. J. Dunn LOCATION Klamath Falls

cc: 3-Const.
1-Region
1-File

PRINE RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Form 81-734-1106

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 455

Order No. 1-Supplement

Section "C" Canal Bridge

Date February 16, 1977

Highway Lower Klamath

F.A.P. No. [illegible]-163 (1)

County Klamath

Prefix 118-1036

Account No. 240

Description of Work To Be Done:

Place Asphalt Concrete on the bridge deck and aggregates at the end bents and along the shoulders.

Location by Station Numbers:

Sta. [illegible] to Sta. [illegible]

Estimate of Quantities and Costs:

Original SFO	[illegible].00
Supplement SFO	2,000.00
Total	[illegible].00

Explanation: Maintenance Forces to place A.C. upon the deck of the new structure and aggregates where required.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$[illegible].37
Present estimate of project cost, including $~~[illegible]~~ 2,000 for work under this order	$[illegible].76
Expected under~~-run~~ over-run (amount)	$[illegible].39
Expected under~~-run~~ over-run (per cent)	11.37

Space to right of this line is for use of Salem Office

Submitted by: E.J. Dunn Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: Construction Engineer

4-5-77

SP*79602-734

8455

STATE CO 4/5

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-97	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-16-76	State Oregon County Klamath Project No. RS-168(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd., 0.53 mi W. of Jct. SR 39.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-15-76	0.008
OTHER *(Specify)*		

FUNDS Pro-rata 85.80%

ESTIMATED TOTAL COST OF PROJECT $ 42,486	FEDERAL FUNDS $ 36,452

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator DEC 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply, and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, December 7, 1976

Federal-aid Project
No. RS-168 (1)

"C" Canal Bridge
Lower Klamath Highway
Klamath County

Project Agreement Estimate.

Type Code X080
Structure (Bridge #3906A) Sta. 344+92.5 to Sta. 345+32.5)

Mobilization	All Required		$ 3,000.00
Temporary Protection and Direction of Traffic	All Required		500.00
Temporary Signs	251 Sq. Ft.	5.00	1,255.00
Temporary Barricades	2 only	50.00	100.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	75 Lin. Ft.	3.00	225.00
Bridge Removal Work	All Required		4,000.00
Shoring, Cribbing, Etc.	All Required		500.00
Structure Excavation	50 Cu. Yd.	8.00	400.00
Furnish HP 10X42 Steel Piles	160 Lin. Ft.	10.00	1,600.00
Drive Steel Piles	10 only	200.00	2,000.00
Splice Steel Piles	2 only	75.00	150.00
Structural Concrete, Class 3300 (35cu. yd.)	All Required		5,000.00
4'X40'/45' Prestressed Slabs	8 only	1,750.00	14,000.00
Reinforcement (3700 lbs.)	All Required		1,000.00
Metal Rail with Channel	88 Lin. Ft.	27.00	2,376.00
			$36,106.00

Anticipated Items

Deck Overlay and Roadwork (S.F.)	All Required	$ 1,000.00
	Subtotal	37,106.00
	Engineering	5,380.00
	Total	42,486.00

Length of Structure	0.008 mile	
Federal Funds (85.80%)		$36,452.00
State Funds		6,034.00
Total		$42,486.00

Group 1 100%
Contract No. 8455
Prefix No. 118-1036

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-168(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70206

COUNTY NAME
Klamath

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 21 '76
REFER TO
Aulin
FOR

Info	Prep	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED
10/15/76

DATE AUTHORIZATION EFFECTIVE
12/2/76

FEDERAL ROUTE NUMBER
Secondary 168

STATE ROUTE NUMBER
Secondary 423

GENERAL LOCATION:
"C" Canal Bridge

GENERAL DESCRIPTION OF WORK:
Place asphaltic Concrete Pavement upon bridge deck station 344 + 92.5 to 345 + 32.5

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 12-3-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 1 in the amount of $1,000 - Federal Funds $860.

DATE
12/15/76

SIGNATURE OF APPROVING OFFICIAL
G.K. Hessner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

Ouwf
12/1/71

8455 423

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
November 1, 1976

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: James E. Chidsey
Railroad & Utilities Engineer

SUBJECT: "C" Canal Bridge
Lower Klamath Highway
Klamath County
Prefix No. 18-1421

Attached is a set of field checked preliminary plans and legal letter with a listed conflict on the subject section.

United Telephone Company of the Northwest has an open wire line which spans directly over the structure. The span will be in direct conflict with construction operations and will have to be adjusted. I have contacted Mike Kern in White City and he has already started relocation proceedings. The conflict is within public road right of way and is non-reimbursable. It is anticipated that the adjustment will be completed prior to the State's contractor beginning work. No unusual conditions exist and no delay is anticipated.

Other utilities having facilities within the vicinity are as follows:

Pacific Power and Light Company has a 12.5 kv line adjacent to the northerly right of way. No conflict is anticipated with this facility. They also have a crossing located some 45 feet westerly of the westerly end of the structure. This facility is not in conflict with the State's construction, but may cause some restriction to crane movements. This is a service line to an irrigation pump and can be turned off for various periods. The contractor will have to coordinate this with the property owner.

Pacific Northwest Bell has an aerial cable system located jointly on PP&L's power poles. No conflict is anticipated with this facility.

The irrigation canal is under the direction of Klamath Irrigation District. The normal shut down period is October 15 to April 15.

RIGHT OF WAY SECTION
RECEIVED
NOV 2 1976

RE	ARE	ARA	FS	CA	RS
PS		CE	CS		FAO

JEH:mr

enclosures

cc: E. J. Dunn
V. H. Versteeg
W. J. Hartfiel Copy of Plans
CG Simmerson

NOTED
J. E. CHIDSEY

8455

423

N

ALL CLEAR 10/22/76

ENVIRONMENTAL REVIEW

Donald K Rowt

Section "C" Canal Bridge
Highway Lower Klamath
County Klamath Region 4
Type of Work Structure
Funds FAS

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐

No apparent problems

DIVISION OF STATE LANDS: N/A, Irrigation Canal

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: N/A

CORPS OF ENGINEERS: None if work complete prior to 7-1-77 and it should be

DEPT. OF ENVIRONMENTAL QUALITY: Noise - All Clear

OTHER: Archaeological - All Clear 10-20-76 Letter Potter to Pulien

LETTER OF APPROVAL AND/OR AUTHORIZATION

RS-168(1)

STATE PROJECT NO.
"C" Canal Br. Section

FROM: G.L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Klamath
	ITEM NO. 70206	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 5 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Secondary 168
10-15-76	10-15-76	STATE ROUTE NUMBER Secondary 423

GENERAL LOCATION:

State road 0.53 miles west of Jct. SR-39.

GENERAL DESCRIPTION OF WORK:

Construct 1 bridge; Code X080, miles 0.008.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 10-4-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 10-12-76 memorandum, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $60,000 - Federal funds $51,480 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-20-76	G. K. Hossner for	Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-

~~PRO 6-2~~

October 12, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

JLG

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70206
Project No. RS-168(1)
'C' Canal Bridge Section
Klamath County

Enclosed is data for the subject project.

We request authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $60,000 with an obligation of $51,400 in federal funds.

It is the Oregon State Highway Division's intention to receive bids for this project on November 18, 1976.

This is the first authorization request because the P.E. phase of work shown on the annual program is being done with State funds.

JLG:re

Encl.

cc: C. M. Williams
D. E. Swan

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 12, 1976

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) St Rd, 0.53 mi W of Jct SR 39	**ADT** PRESENT 600 DHV 90	FUTURE 1,000	YEAR 96	REGION 10
	STATE NAME Oregon					

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	PROJECT NUMBER NUMBER 168

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Klamath	CODE 035			
	NAME OF URBAN AREA ---	ROUTE NO. S	FEDERAL-AID 168*	STATE 423	U.S. ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080		"C" Canal Bridge Sec.	0.008	60,000	51,480	8,520	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.008	60,000	51,480	8,520	

PROGRAM APPROVAL DATES

REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 12, 1976

TION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
53 mi W of Jct SR 39		600 DHV 90	1,000	96	10	Oregon	41	075	70206

pewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
								RS-	168	(1)		

Rural Secondary	COUNTY NAME	Klamath		CODE 035	PROGRAM STAGE ☐ 1 OR ☐ 2
---	ROUTE NO. S	FEDERAL-AID 168*	STATE 423	U.S. ---	

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	"C" Canal Bridge Sec.	0.008	60,000	51,480	8,520		ROW-100' normal; Access Control- none; Parking restrictions-none.
JLG	PROJECT TOTALS	0.008	60,000	51,480	8,520		

ES

REMARKS

-OVER-

"C" CANAL BRIDGE SECTION
PROJECT NO. RS-168(1)

Existing Facility: Irrigation Canal Br. #3906, highway over waterway, treated timber span. L 38', HC 23'-2", H-16 loading.

Adjacent Sections: Two 11-foot lanes of bituminous surface with 4-foot shoulders.

Project Data: Remove existing structure and construct, on existing alignment, one prestressed slab span bridge (Br. #3906A) 40-feet long with 31.5 feet nominal horizontal clearance and incidental work common to this type of project.

Note: State to construct approach roadway to each end of structure, AC surface bridge deck, provide and maintain detour.

Right-of-Way: No additional required.

Exceptions to Minimum Standards: None.

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements:
(a) State Clearinghouse -- Exempt under working agreement.
(b) District 11 Clearinghouse -- Non functioning.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on July 30, 1976.

FHPM 7-7-6 Requirements:
(a) Public Hearings -- None required under Oregon Action Plan (Category 3 project).
(b) Location/Design -- Not a factor in the development of this project.

[illegible] Congressional District No. 2.

2455

423

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

October 1, 1976

FILE: LOC 17
#18-1421

"C"

FROM: Robert A. Sandmann
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Irrigation Canal Bridge
MP 6.49, Lower Klamath Secondary
Klamath County
Prefix No. 18-1421

Attached is a sketch map showing a proposed detour to be used in conjunction with subject project.

Signing for closure of the Lower Klamath Secondary and the proposed detour are to be part of the contract being worked up for the project.

Please prepare sign plan and estimate of quantities and costs.

RAS:mr

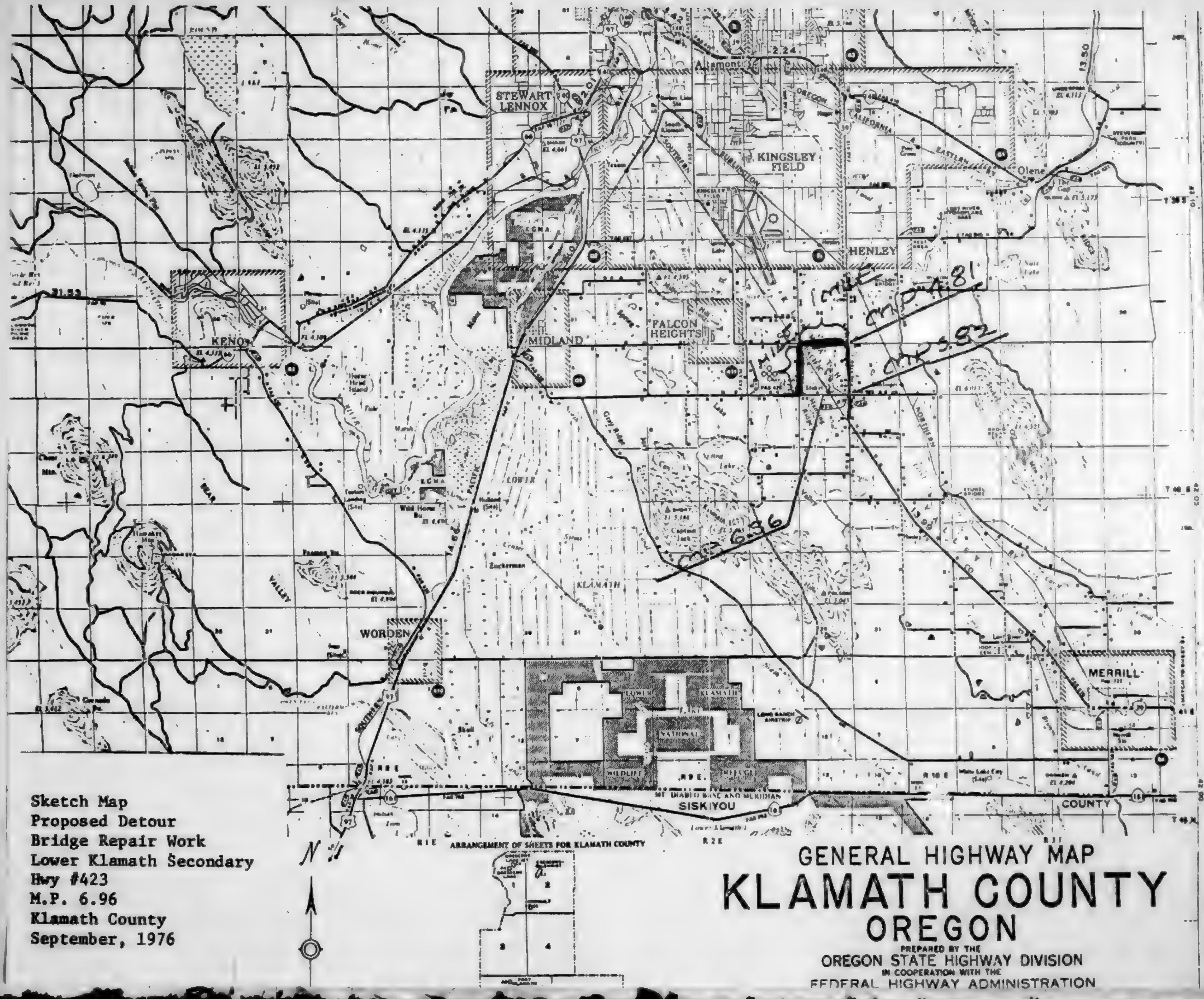
enclosure

1 Versteeg ✓
Olson
2 Christensen DD
Scott
Swenson
Savage
Trout

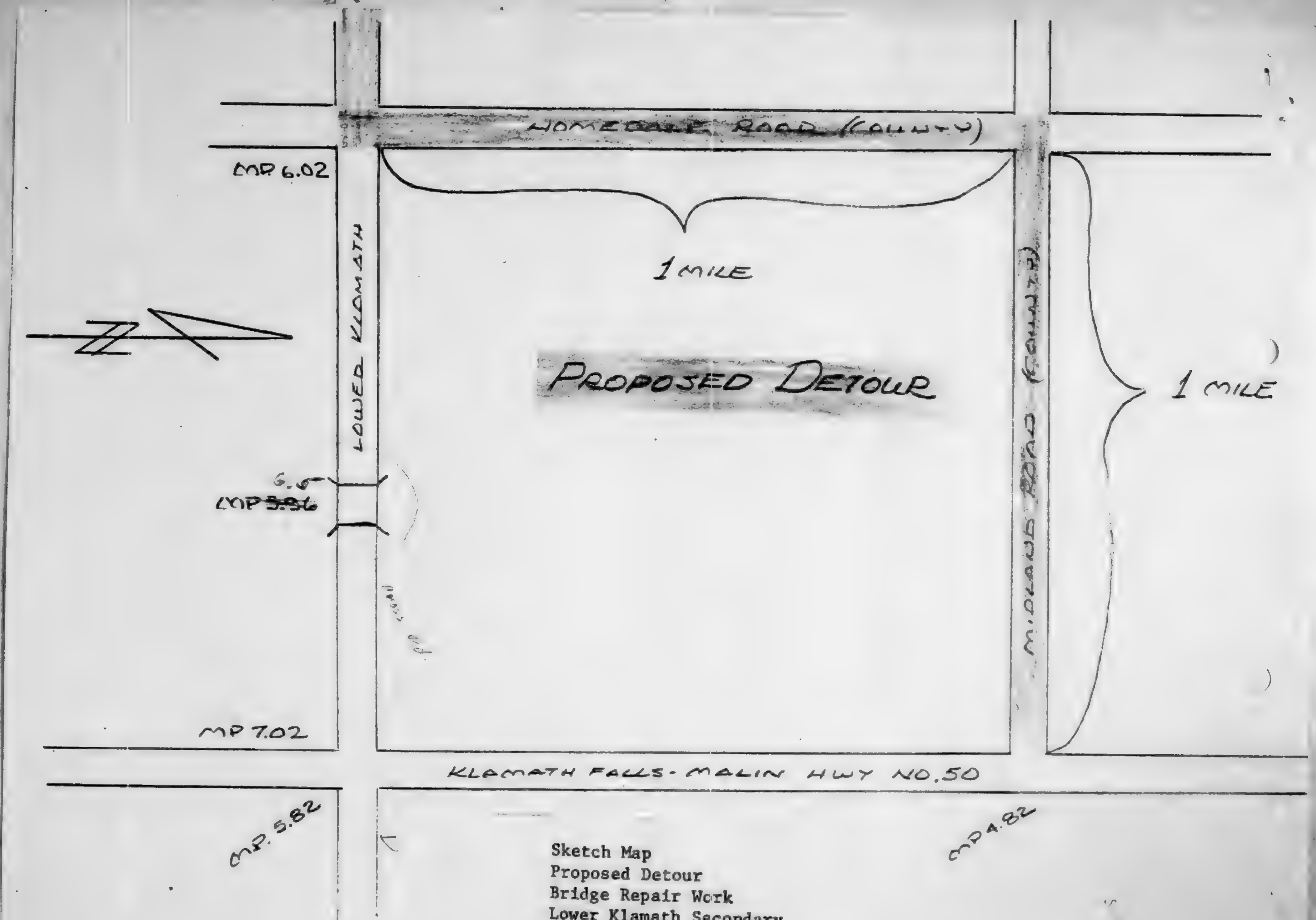
RECEIVED
OCT 04 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

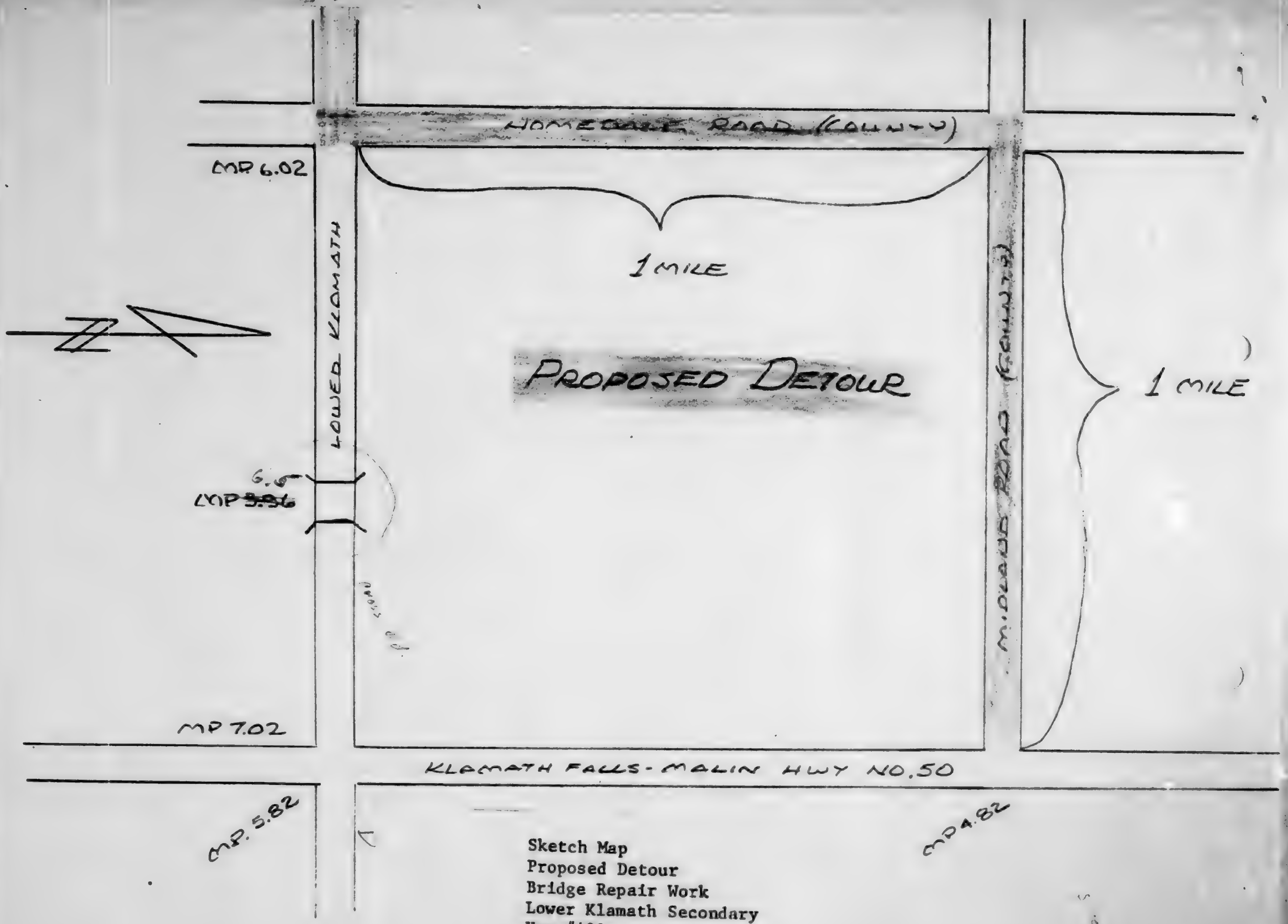
REFERRED TO
2 Board WGBest Reed
1 Sample WAS
Cole Watson
Erikson Wolfe
Hager
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER


GENERAL HIGHWAY MAP
KLAMATH COUNTY
OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
FEDERAL HIGHWAY ADMINISTRATION
ARRANGEMENT OF SHEETS FOR KLAMATH COUNTY
STEWART LENNOX
Altamont
KINGSLEY FIELD
HENLEY
Olene
FALCON HEIGHTS
MIDLAND
KENO
WORDEN
MERRILL
LOWER
KLAMATH
NATIONAL
WILDLIFE
REFUGE
SISKIYOU
COUNTY
MT DIABLO BASE AND MERIDIAN
OREGON
CALIFORNIA
EASTERN
SOUTHERN
BURLINGTON
NORTHERN
PACIFIC
VALLEY
2.24
13.50
31.53
14.66
13.99
1 mile
1 mile
mp 4.81
mp 5.82
mp 6.96
N

Sketch Map
Proposed Detour
Bridge Repair Work
Lower Klamath Secondary
Hwy #423
M.P. 6.96
Klamath County
September, 1976


HOMEDALE ROAD (COUNTY)
MIDLAND ROAD (COUNTY)
LOWER KLAMATH
KLAMATH FALLS-MALIN HWY NO.50
1 MILE
1 MILE
PROPOSED DETOUR
MP 6.02
6.5
MP ~~5.96~~
MP 7.02
MP. 5.82
MP 4.82

Sketch Map
Proposed Detour
Bridge Repair Work
Lower Klamath Secondary
Hwy #423
M.P. 6.96
Klamath County
September, 1976


HOMEDALE ROAD (COUNTY)
MIDLAND ROAD (COUNTY)
LOWER KLAMATH
KLAMATH FALLS - MALIN HWY NO. 50
PROPOSED DETOUR
1 MILE
1 MILE
MP 6.02
6.6
LMP ~~5.96~~
MP 7.02
MP. 5.82
MP 4.82
N

Sketch Map
Proposed Detour
Bridge Repair Work
Lower Klamath Secondary
Hwy #423
M.P. 6.96
Klamath County
September, 1976

F4-5 423 N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 118-1421

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
August 24, 1976

John E Hol

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: James E. Chidsey
Railroad and Utilities Engineer

SUBJECT: "C" Canal Bridge Section
Lower Klamath Highway
Klamath County
Prefix: 118-1421

Attached is a field checked copy of a bridge vicinity map of the subject section. I have field checked this section and find that United Telephone Company of the Northwest has an open wire line that will have to be adjusted. This facility is located within public road right-of-way and is non-reimbursable. The adjustment will take one work day to accomplish and will cause no delay to the project.

Pacific Power and Light Company has a 12kv, 3 phase power distribution line located adjacent to the northerly right-of-way. This facility is not in conflict with the State's proposed construction but its relative close proximity should be noted by prospective contractors. The line has a pump feed that crosses the highway just westerly of the structure. Again, this is not in conflict, but will restrict a contractor's crane movements in the area. This line may be killed in the off season.

Pacific Northwest Bell is located jointly on P.P. & L's poles. No conflict with their facilities is anticipated.

The "C" Canal is owned by the U.S.Bureau of Reclamation and is under the direction of the Klamath Irrigation District. The canal has a design capacity of 300 cfs. I have discussed the project with District Manager Ray Roberts. Ray forsees no problems but requests approval of the State's plans. You may wish to decide if a formal agreement is necessary.

Copies to
W. J Hart - w/Vicinity Map
G G Swenson

1 Versteeg
Olson
Christensen
Scott
2 Swenson
Savage
Trout

RECEIVED
AUG 31 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

JEH:pw
Attachements

NOTED
J. E. CHIDSEY

84-2

13

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 30, 1976

In reply refer to: 1041B.4

SUBJECT: IRRIGATION CANAL BRIDGE (#3906)
Lower Klamath Highway
Klamath County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's July 22, 1976 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
G. L. Green

RECEIVED
STATE HWY ENGR
AUG 4 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

8455

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1976

SUBJECT: Bridge No. 3906
(Irrigation Canal)
Hwy. No. 423, M.P. 6.49

To: Frank Terpin
Location Engineer

From: John H. Wood JHWood
Bridge Maintenance Engineer

Attached is some background material from Region 4 for bridge No. 3906. Since maintenance funds are not available, it appears that alternate B is the most feasible solution.

I have submitted this structure to the FHWA as a candidate for use of Special Bridge Replacement funds. I am fairly certain that it will be eligible for these funds.

Please instigate the necessary paper work so Bridge Design Section can prepare plans and specifications. The bridge crew has temporarily propped up the structure to carry traffic during the pre-bid procedures.

RECEIVED
[illegible]
Office of
Assistant State Highway Engineer

JHW:dlm
cc: W. J. Hart (w/attach.)
H. S. Coulter
R. A. Sandmann
Wayne Coder

8456 S.E. Powell Blvd.-S.E. Foster 1976
Rd. Sec. of E. Ptld. Fwy.
(Grading, paving & structures)#2

C & A 6183 6-13-77
C & A 6540 3-16-78

8456 [illegible]-81

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

File: L- 7788

R-

To be submitted to Commission: ______ **Approved by Commission:** ______

Name of Case: Roy E. Ladd Inc v. State DOT **County:** Marion

Cause of Action: Contract Action for Damages

Demands of Plaintiff: 95,517.29

Settlement: Lump sum of $30,000, including interest

REMARKS: See attached report

Leslie B. Hampton
Signature

R-

To be submitted to Commission: ______________________ **Approved by Commission:** ________

Name of Case: Roy E. Ladd Inc v. State DOT **County:** Marion

Cause of Action: Contract Action for Damages

Demands of Plaintiff: 95,517.29

Settlement: Lump sum of $30,000, including interest

REMARKS: See attached report

Leslie B. Hampton
Signature

Jack L. Sollis
Assistant Attorney General
and Counsel

____

cc: File
Jack L. Sollis
Leslie B. Hampton
~~Milner Meeds~~
~~[illegible]~~
~~Marilyn McHugh~~
H.S. Coulter ✓
C.T. Keasey
Edward Hardt
Stan Long
John McCulloch

Roy E. Ladd v. State (DOT)
Marion County Case No. 116-301 (L-7788)
Southeast Powell Blvd. - Southeast Foster Road Section
East Portland Freeway - I-205, Contract No. 8456

JUSTIFICATION OF SETTLEMENT

The above case is an action for damages in the amount of $95,517.29 for an alleged breach of a highway construction contract. Plaintiff alleges that the state required the contractor to overdrive the piling beyond the order length and above the tonnage resistance spelled out in the contract documents. Plaintiff's alternative theory is that the state altered the pile driving specifications and thereby "materially changed the character of the work and the unit costs thereof" and that plaintiff therefore is entitled to an equitable adjustment of the contract amount in the same sum. The case was filed on or about June 6, 1979, and was set for trial for June 15, 1981. Upon the recommendation of O. B. Jackmond, Contract Administration Engineer, and the undersigned, H. S. Coulter, State Highway Engineer, approved the negotiated settlement in the lump sum amount of $30,000.00.

Background

On December 22, 1976, the plaintiff was awarded highway contract No. 8456 to construct the S. E. Powell Blvd. - S. E. Foster Road section of the East Portland Freeway (I-205). The contract involved grading, paving and the construction of several bridge structures. The foundations for portions of four of the bridge structures are supported on steel piling. Plaintiff's claims are solely related to the driving of steel piling. As noted plaintiff alleged that it was required to drive the steel H piling in lengths greatly exceeding those set out in the "engineer's estimated length" and to bearings greatly exceeding the 50 ton and 70 ton bearings set out in the plans.

Prior to the designing of this project, the state contracted for pile load tests along the route of I-205 including the area of the subject property. The purpose of the load tests was to determine the resistance of the piling to assist the state in the design of the project. The Bridge Division was concerned with the reliability of the load tests because of some inaccuracies in the data. A decision was made to basically disregard the load test, to use the pile driving formula set out in the standard specifications and to specify a resistance of 50 tons at the Steel Street pedestrian undercrossing structure and 70 tons at the Harold Street and the Foster-Woodstock Streets structures.

The engineer's estimated lengths were determined from historical data collected, graphed and maintained by the Bridge

Division. The data shows the resistance of piling driven at various points in various types of soil conditions. Unfortunately it is not feasible to develop exact soil classifications. The soil conditions vary substantially from job to job and usually do not fall neatly into a single classification. Subjective judgment is involved in classifying the soil at a given location. Consequently there is a substantial margin of error in applying the historical data to any given location.

Our standard specifications advised the contractor that the state would not furnish an order list for steel piling and that the engineer's estimated length shown on the plans or in the special provisions are used only for the comparison of bids. The duty of determining the pile lengths to be used and the total length of piling was placed on the contractor. Our subsurface information from the drill logs of the test holes was available to the contractor. For practical purposes the contractors rely in general on the state's estimated lengths. Generally speaking, they do not have time or the inclination to make an independent study to determine what the final order length or total length of piling will be.

In this case the engineer's estimated lengths were not realistic. Pile driving began at the Steel Street structure. The length of penetration to acquire the stated bearing substantially exceeded the engineer's estimated length. At Bent 1 the estimated length was 45 feet, one of the piles was driven to 78 feet, the others varied from 112 to 116 feet. The average overrun was 143%. At Bent 3 the engineer's estimated length was 51 feet, three of the pilings ranged between 63 and 82 feet, the balance of the piles ranged between 110 to 123 feet. The average overrun was 98%.

The pile driving then moved to Harold Street Bent 1. The engineer's estimated length was 39 feet - two of the piles reached bearing within the estimated length, a few penetrated from 58 to 69 feet. The remaining piles penetrated from 92 to 94 feet, the average overrun was 114%.

During early pile driving the state and the federal engineers were concerned with the substantial overlength being driven and the very substantial costs thereof. Based on a study of the pile driving already accomplished, and a review and reanalysis of the pile load test information, the state decided that it could safely accept the engineer's estimated length or the stated bearing, whichever first occurred. The state directed the contractor to follow that procedure for the balance of the pile driving. There is no question but that the order to the contractor amounted to a contract change in the pile driving specifications.

The final pile driving was at Bent 4 at both the northbound and southbound structures for Foster-Woodstock. Here the state again changed the specifications by driving piling approximately 10 feet shorter than the engineer's estimated length. This too was a contract change in the specifications.

The contractor claims that it anticipated making 74 pile splices when it prepared and submitted its bid, but because of the substantial overdriving, was required to make 265 pile splices. Plaintiff contends that this changed the character of the work and the unit price thereof. The state was not responsible for all of the extra plices, but was responsible for a number of additional pile splices that was not anticipated by the contractor in making its original bid.

The number of extra splices is difficult to estimate because the contractor preordered much of the piling cut the engineer's estimated lengths rather than ordering standard lengths. The contractor also had pile driving leads that limited it to driving piles no longer than 40 feet to 51 feet in length, depending whether the pile driver was at grade or sitting on fill and whether vertical or battered piles were being driven. The preordered piles were as long as 59 feet. Had all piling been driven to the Engineer's estimated length, the contractor because of its own actions would have had to make more than the 74 splices. The operation was also complicated by the fact that the contractor during the initial driving with the maxiumum overruns reasonably borrowed precut piling from other structure bents to make up the necessary added lengths. By the time the state changed its specifications to accept the Engineer's Estimated Lengths, much of the cut to order lengths had already been moved from the Harold Street and foster-Woodstock Streets bents.

Liability

The basic fact is that the state did change the pile driving specifications twice. The contractor did not sign a price agreement for work under the modified specifications. Under Section 109.04 of the Standard Specifications the contractor was free to argue and to litigate whether the change in specifications materially changed the character of the work or the unit cost thereof and [redacted] whether it was entitled to added compensation. On the other hand, the state was free to argue that the character of the work was not materially changed and that the unit cost was not changed. If its witnesses testified that the contract changes damaged the plaintiff we could not have prevented its theory from going to the jury. Whether or not the states contract changes damaged the contractor was a jury question. Juries have a wide latitude to render their conception of justice in spite of boiler plate exculpatory clauses in contracts.

In my opinion, we had a loser. The psychological impact of a 143% error in estimating the pile lengths would convince most juries to find for the plaintiff. Moreover there is some authority for the contractor's claims that errors of this magnitude constitutes defective plans and specifications. With the wisdom of hindsight, the state's action of basically disregarding the pile load tests in adopting the pile driving specifications and in computing the engineer's estimated lengths and then using the pile load test data to save money by abandoning the pile driving formula makes us look bad. A reasonable contractor should anticipate variances between the engineer's estimated lengths and driven lengths. However, it is hard for us to argue that a gross mistake to the extent of a 143 percent error did not mislead the contractor.

The method of payment for splices is also unclear in the contract. Section 503.91 of the Standard Specifications clearly sets out that the payment for the furnishing of piling includes payment for splicing piles. However, Section 503.91 of the Special Provisions deleted that portion of the Standard Specifications. The Special Provisions added a new section 503.93 for the "handling and preparation" of piling. That special provision provided that the payment for handling and preparation of piling should be "* * * full payment for handling the piling prior to and driving, included but not limited to placing in the leads, placing the hammer on the pile, cutting off and disposing of pile cutoffs, tip reinforcing and other items required in handling and preparing piling. The phraseology used does not clearly or necessarily include the splicing of piles under that item. There is no separate bid item for splicing piling.

Under the contract we paid for the furnishing of piling and for the driving of piling on a per foot basis. The handling and preparation of piling on the other hand was bid on a lump sum per pile. Thus, the contractor is not clearly advised in the plans and specifications as to how he is to be compensated for the splicing of piling. At best the specifications were ambiguous. The court's interprets ambiguous specifications against the drafter of the specifications, here the state. If splicing was included in a lump sum bid item, the contractor was not compensated for the extra splices caused by the state's changes in the specifications.

Liquidated Damages

The contractor was granted extensions of time for the completion of the work. However, $3,600.00 was withheld as liquidated damages. This was related to the pile driving delays. Under Oregon law if the state materially contributes to the delay it cannot withhold liquidated damages even though the contractor is primarily responsible for the delay. In this case, if the jury found for the plaintiff, there is little question but that the jury would return the liquidated damages to the contractor. In my opinion, we could not reasonably expect to enforce the liquidated damages in this case.

Interest

The statute provides for interest on contract claims at the rate of 6% per annum. The general legal rate of interest statute in Oregon was changed in 1979 from 6% to 9%. However, the interest rate in contract claims statute was not amended. There is an argument that the 6% interest rate in the contract claims statute was amended by implication to 9%. In any event, the state would be obligated to pay at least 6% per year for approximately four years on any award to the contractor.

Amount of Settlement

The Resident Engineer has analyzed the equipment and manpower used in the pile driving operation. He compared the basic crew and equipment assigned to pile driving with the enlarged operation during the splicing periods. There is no doubt that the contractor added personnel and equipment due to the necessity of making the added splices. The Resident Engineer has priced out his allowance of extra men and equipment to a total of approximately $22,786.98. The resident engineer allowed approximately ½ of the $44,432.04 claimed by the contractor for the extra pile driving costs. This is reasonable in that the contractor was responsible for a substantial portion of the extra costs because of his own shortcomings.

The contractor also claims $51,000 for 6 weeks of claimed extra overhead due to a delay caused by the extra splices and the driving of the longer piles. We cannot agree with six weeks delay. However, the contractor was in fact delayed a week or two by the extra driving, the added splices and more handling of the piles caused by the contract changes.

The resident engineer in his calculation has included a contractor's percentage allowance of 20 percent for labor and 15 percent for equipment, in his total of $22,786.98. This allowance should include all field overhead and portions of the home office overhead attributable to the pile driving delay. He was being reasonable in rejecting the $51,085.25 overhead claim.

On the other hand, the contractor was free to argue his overhead claim to the jury. In my opinion the state was vulnerable to a portion of this claim. There is no question but that the job was delayed at least a week or two by the pile driving problems. If the jury found for the contractor, which was probable, I believe they would have awarded $4,000 - 5,000 or more in delay damages.

Cost of Litigation

Unfortunately contract claim litigation is very expensive. The cost of preparation and trial, including the cost of the time of staff engineers, witnesses and expert witnesses and for the services of the state attorneys is always a factor. It would have cost at least $10,000.00 to $15,000.00 more for final preparations and trial. There would have been actual trial time, additional trial preparation and additional discovery procedures and depositions.

Conclusion

In my opinion the settlement of $30,000.00 is justified under the legal issues and the facts of this case. The state is vulnerable on the facts and the law. The court could not rule as a matter of law that the contractor was not entitled to extra compensation because the state changed the contract by changing the pile driving specification. Although it would be a closer question, the court might also allow the jury to consider whether or not the pile driving specifications were defective as another basis of recovery. A verdict of $25,000.00 to $35,000.00 or more plus interest was quite probable. In my opinion the probably verdict interest and trial costs would have substantially exceeded the settlement amount. The settlement is in the best interest of the state and federal governments.

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:vf
10/5/81-mj III

8456

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 9-58
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8 27 81

State Oregon
County Multnomah
Project Number I-205-7(36)309

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 24, 19 77, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,801,155.00	$ 6,838,155.00
Federal funds	$ 6,273,400.00	$ 6,307,513.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

XBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 26, 1981

Federal Aid Project
No. I-205-7(36)309

S.W. Powell Blvd.-S.E. Foster Rd. Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Partial Grading (Sta. 404+50 to Sta. 435+00)

Total the same as previous estimate of Jan. 7, 1977 $ 587,608.00

Type Code 0010
Grading (Sta. 435+00 to Sta. 499+88)

Subtotal of previous estimate of July 31, 1979	$2,873,071.29
SUBTOTAL	$2,873,071.29
Engineering	402,128.71
TOTAL	$3,275,200.00

Structures

Total the same as previous estimate of Jan. 7, 1977 $2,975,347.00

Length of partial grading section ----------	0.578 mile
Length of grading section ------------------	1.201 mile
Length of Structure (1) --------------------	0.028 mile
TOTAL PROJECT LENGTH	1.807 mile

Cost of Partial Grading Per Mile -----------	$1,016,622.84
Cost of Grading Section Per Mile -----------	$2,727,060.78

SUMMARY OF FUNDS (92.24%)

Description	Total Cost	Federal Funds	State Funds
Partial Grading	$ 587,608.00	$ 542,009.00	$ 45,599.00
Grading	3,275,200.00	3,021,044.00	254,156.00
Structures	2,975,347.00	2,744,460.00	230,887.00
TOTAL	$6,838,155.00	$6,307,513.00	$530,642.00

Group 1	100%
Contract No.	8456
Prefix	626-1074

STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-116		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1		Project Number I-205-7(36)309

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on Jan. 24 , 1977 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$6,795,160.00	$ 6,801,155.00
Federal funds	$6,267,854.00	$ 6,273,400.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of December , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~XX~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File
Sent. 12-4-79

Oregon State Highway Division
Salem, Oregon July 31, 1979

Federal Aid Project
No. I-205-7(36)309

S.E. Powell Blvd. - S.E. Foster Rd. Section
East Portland Freeway
Multnomah County

Revised Project Agreement Estimate

Type Code 0010 Partial Grading (Sta. 404 + 50 to Sta. 435 + 00) Total same as previous estimate of Jan. 7, 1977		$ 587,608.00
Type Code 0010 Grading (Sta. 435 + 00 to Sta. 499 + 88) Subtotal of previous estimate of Jan. 7, 1977		$ 2,873,071.29
	Subtotal	$2,873,071.29
	Engineering	365,128.71
	Total	$3,238,200.00
Structures Total same as previous estimate of Jan. 7, 1977		$2,975,347.00

Length of Partial Grading Section.	0.578 mile
Length of Grading Section.	1.201 mile
Length of Structure (1).	0.028 mile
Total Project Length.	1.807 miles
Cost of Partial Grading Per Mile	$1,016,622.84
Cost of Grading Section Per Mile	$2,696,253.11

Work Retained in Program Status
(not included in totals below)

Slide Correction	All Required	$ 15,000.00
Permanent Signing	All Required	2,000.00
Bikeway Signing	All Required	2,200.00
*Work by Portland Bureau of Water	All Required	300,000.00
*Work by Powell Valley Water Dist.	All Required	50,000.00

*Note: Work by Utilities is Chargeable
to Project No. I-205-7(13)300,Prefix 626-1099

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Partial Grading	$ 587,608.00	$ 542,009.00	$ 45,599.00
Grading	3,238,200.00	2,986,931.00	251,269.00
Structures	2,975,347.00	2,744,460.00	230,887.00
Total	$6,801,155.00	$6,273,400.00	$527,755.00

Group 1-100% Contract No. 8456 Prefix-626-1074

8456

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Multnomah

Project No.: I-205-7(36)309

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, S.E. Woodstock, N. 1.81 Mi. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-15-76	1.807

OTHER *(Specify)*

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,795,160	$ 6,267,854

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Administrator)*

Date executed by Division Administrator: JAN 24 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G file

Oregon State Highway Division
Salem, Oregon, January 7, 1977

Federal Aid Project
No. I-205-7(36)309

S.E. POWELL BLVD.-S.E. FOSTER RD. SECTION
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

Project Agreement Estimate.

Type Code 0010
Partial Grading (Sta. 404+50 to Sta. 435+00)

Mobilization	All Required(9%)		$ 36,703.71
Temporary Protection and Direction of Traffic	All Required(10%)		2,000.00
Temporary Signs	52 sq.ft.	10.00	520.00
Temporary Concrete Barrier, Lighted	400 lin.ft.	10.00	4,000.00
Flagmen	100 hr.	14.50	1,450.00
Clearing and Grubbing	All Required(25%)		30,000.00
Removal of Structures and Obstructions	All Required(20%)		5,000.00
Ditch Excavation	14 cu.yd.	15.00	210.00
General Excavation	289,000 cu.yd.	1.00	289,000.00
Extra for Selected Topsoil Material	970 cu.yd.	0.50	485.00
Trench Excavation	2,750 cu.yd.	7.50	20,625.00
Shoring and Cribbing or Extra Excavation	46,600 sq.ft.	0.20	9,320.00
Finishing Roadbed and Slopes	All Required(20%)		400.00
Watering	50 M-gal.	2.50	125.00
8-inch Sewer Pipe	90 lin.ft.	6.00	540.00
12-inch Sewer Pipe	490 lin.ft.	8.00	3,920.00
24-inch Sewer Pipe	470 lin.ft.	16.00	7,520.00
30-inch Sewer Pipe	290 lin.ft.	35.00	10,150.00
48-inch Sewer Pipe	230 lin.ft.	60.00	13,800.00
Portland Cement Concrete in Sewers	53 cu.yd.	60.00	3,180.00
Bedding Material	53 cu.yd.	40.00	2,120.00
Concrete Manholes, 10 to 20 Feet Deep	3 only	2,000.00	6,000.00
Concrete Manholes, Over 20 Feet Deep	1 only	2,800.00	2,800.00
Special Drop Manholes	1 only	6,000.00	6,000.00
Concrete Inlets, Type G-1	7 only	350.00	2,450.00
Concrete Inlets, Type G-2MA	2 only	520.00	1,040.00
CL-6 Chain-Link Fence	9,300 lin.ft.	4.00	37,200.00
16'x72" Chain-Link Double Gates	5 only	420.00	2,100.00

20'x72" Chain-Link Double Gates	1 only	430.00	$ 430.00
Delineators	10 only	10.00	100.00
Roadside Seeding and Mulching	25 acre	300.00	7,500.00
Roadside Mulching	3 acre	210.00	630.00
Powell Blvd. Haul Road Structure (Temp.)	All Required		15,000.00
	Subtotal		$ 522,318.71
	Engineering		65,289.29
	Total		$ 587,608.00

Type Code 0010
Grading (Sta. 435+00 to Sta. 499+88)

Mobilization	All Required(91%)		$ 371,115.29
Temporary Protection and Direction of Traffic	All Required(90%)		18,000.00
Temporary Signs	871 sq.ft.	10.00	8,710.00
Temporary Barricades	36 only	80.00	2,880.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	100 lin.ft.	6.50	650.00
Temporary Continuous Rail Traffic Barrier, Lighted	150 lin.ft.	10.00	1,500.00
Temporary Concrete Barrier, Lighted	2,200 lin.ft.	10.00	22,000.00
Flagmen	4,900 hr.	14.50	71,050.00
Clearing and Grubbing	All Required(75%)		90,000.00
Removal of Structures and Obstructions	All Required(80%)		20,000.00
Ditch Excavation	54 cu.yd.	15.00	810.00
General Excavation	647,500 cu.yd.	1.00	647,500.00
Extra for Selected Topsoil Material	35,380 cu.yd.	0.50	17,690.00
Overhaul	291,700 C-yd.sta.	0.10	29,170.00
Trench Excavation	33,738 cu.yd.	7.50	253,035.00
Shoring and Cribbing or Extra Excavation	289,600 sq.ft.	0.20	57,920.00
Finishing Roadbed and Slopes	All Required(80%)		1,600.00
Watering	5,600 M-gal.	2.50	14,000.00
Soil Sterilization	420 lb.	1.25	525.00
Bark Mulch	4 unit	160.00	640.00
Plant-Mix Aggregate Base	15,300 ton	6.50	99,450.00
Class "B" or Class "C" Asphalt Concrete Mixture	8,590 ton	15.00	128,850.00
Asphalt Cement in Mixture	560 ton	70.00	39,200.00
Asphalt in Tack Coat	3 ton	200.00	600.00

Concrete in Stairways	250	cu.yd.	100.00	$ 25,000.00
Reinforcement in Stairways	1,460	lb.	0.30	438.00
Pipe Handrail	250	lin.ft.	20.00	5,000.00
8-inch Sewer Pipe	1,964	lin.ft.	6.00	11,784.00
12-inch Sewer Pipe	18,133	lin.ft.	8.00	145,064.00
15-inch Sewer Pipe	1,060	lin.ft.	10.00	10,600.00
18-inch Sewer Pipe	1,330	lin.ft.	12.00	15,960.00
21-inch Sewer Pipe	520	lin.ft.	13.00	6,760.00
24-inch Sewer Pipe	1,240	lin.ft.	16.00	19,840.00
27-inch Sewer Pipe	15	lin.ft.	35.00	525.00
36-inch Sewer Pipe	1,290	lin.ft.	40.00	51,600.00
42-inch Sewer Pipe	2,110	lin.ft.	50.00	105,500.00
48-inch Sewer Pipe	2,205	lin.ft.	60.00	132,300.00
Portland Cement Concrete in Sewers	350	cu.yd.	60.00	21,000.00
Bedding Material	350	cu.yd.	40.00	14,000.00
Concrete Manholes, 10 Feet or Less Deep	37	only	1,300.00	48,100.00
Concrete Manholes, 10 to 20 Feet Deep	4	only	2,000.00	8,000.00
Concrete Manholes, Over 20 Feet Deep	2	only	2,800.00	5,600.00
Special Manholes, 10 to 20 Feet Deep	7	only	3,500.00	24,500.00
Special Manholes, Over 20 Feet Deep	4	only	4,000.00	16,000.00
Concrete Slope Protectors	8	only	500.00	4,000.00
Concrete Inlets, Type G-1	138	only	350.00	48,300.00
Concrete Inlets, Type G-2	1	only	435.00	435.00
Concrete Inlets, Type G-2MA	24	only	520.00	12,480.00
Concrete Inlets, Type P	43	only	450.00	19,350.00
Concrete Inlets, Type B	1	only	415.00	415.00
Guard Rail, Type 1	75	lin.ft.	20.00	1,500.00
Type 3-70 Fence	1,760	lin.ft.	3.00	5,280.00
CL-6 Chain-Link Fence	14,100	lin.ft.	4.00	56,400.00
16'x72" Chain-Link Double Gates	6	only	420.00	2,520.00
24'x72" Chain-Link Double Gates	2	only	300.00	600.00
Concrete Walks	1,870	sq.yd.	8.00	14,960.00
Concrete Driveways	180	sq.yd.	20.00	3,600.00
Concrete Curbs	300	cu.yd.	75.00	22,500.00
Drainage Curbs	890	lin.ft.	1.50	1,335.00
Adjusting Manholes	3	only	350.00	1,050.00
Reconstructing Concrete Manholes	1	only	500.00	500.00
Roadside Seeding and Mulching	82	acre	300.00	24,600.00
Roadside Mulching	8	acre	210.00	1,680.00
Illumination				
Pole Foundations	All	Required		1,100.00

Roadway Lighting Poles and Bracket Arms	All Required		$ 4,000.00
Luminaires and Ballasts	All Required		12,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		15,000.00
			$2,818,071.29

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 500.00
Temporary Pavement Striping (S.F.)	All Required		1,000.00
Temporary Erosion Control (E.W.)	All Required		40,000.00
Adjust Sewer Pipe (Sta. 496+50)(E.W.)	All Required		1,500.00
On-the-Job Trainees (15 @ $800)(E.W.)	All Required		12,000.00
			$ 55,000.00
	Subtotal		$2,873,071.29
	Engineering		359,133.71
	Total		$3,232,205.00

Type Code X781
S.E. Holgate Blvd. U'xing Br. No. 13533 (Sta. 455+59.74)

Shoring, Cribbing, Etc.	All Required		$ 1,500.00
Structure Excavation	1,000 cu.yd.	9.00	9,000.00
Structure Excavation Below Elevations Shown	100 cu.yd.	15.00	1,500.00
Special Wall Backfill	270 cu.yd.	8.00	2,160.00
Structural Concrete, Class 3300 (680 cu.yd.)	All Required		100,000.00
Structural Concrete, Class 5000 (1,700 cu.yd.)	All Required		250,000.00
Expansion Joint Seal, Type 400	86 lin.ft.	100.00	8,600.00
Reinforcement (288,000 lb.)	All Required		58,000.00
Coated Reinforcement (99,000 lb.)	All Required		46,000.00
Prestressing Steel (102,000 lb.)	All Required		57,000.00
Reinforced Concrete Bridge End Panels	293 sq.yd.	25.00	7,325.00
Three Tube Metal Rail	673 lin.ft.	33.00	22,209.00
Concrete Slope Paving	870 sq.yd.	20.00	17,400.00
Slope Paving Curbs	275 lin.ft.	5.00	1,375.00
4-inch PVC Pipe	25 lin.ft.	6.00	150.00
1-inch Electrical Conduit	520 lin.ft.	2.00	1,040.00
2-inch Electrical Conduit	696 lin.ft.	3.00	2,088.00

Water Line Installation	All Required		$ 3,000.00
Holgate Blvd. Detour Structure Bridge No. 13533A (Temporary)	All Required		30,000.00
			$ 618,347.00

Type Code Y009
S.E. Steel St. Pedestrian U'xing Br. No. 13536 (Sta. 475+38)

Shoring, Cribbing, Etc.	All Required		$ 1,500.00
Structure Excavation	280 cu.yd.	9.00	2,520.00
Structure Excavation Below Elevation Shown	20 cu.yd.	15.00	300.00
Furnish HP 10x42 Steel Piling	768 lin.ft.	6.00	4,608.00
Drive Steel Piles	752 lin.ft.	1.00	752.00
Handling and Preparation of Piling	16 only	180.00	2,880.00
Structural Concrete, Class 3300 (65 cu.yd.)	All Required		15,000.00
Structural Concrete, Class 5000 (285 cu.yd.)	All Required		43,000.00
Reinforcement (55,000 lb.)	All Required		13,000.00
Prestressing Steel (28,000 lb.)	All Required		19,000.00
Pedestrian Parapet Rail	598 lin.ft.	23.00	13,754.00
3/4-inch Electrical Conduit	600 lin.ft.	2.00	1,200.00
Steel Street Detour Structure Bridge No. 13536A (Temporary)	All Required		10,000.00
			$ 127,514.00

Type Code X281
S.E. Harold St. O'xing, Br. No. 13537 (Sta. 481+77 to Sta. 483+27)

Shoring, Cribbing, Etc.	All Required		$ 1,500.00
Structure Excavation	550 cu.yd.	9.00	4,950.00
Structure Excavation Below Elevation Shown	50 cu.yd.	15.00	750.00
Special Wall Backfill	1,025 cu.yd.	7.00	7,175.00
Furnish HP 12x53 Steel Piling	4,071 lin.ft.	7.50	30,532.50
Drive Steel Piles	3,989 lin.ft.	1.00	3,989.00
Handling and Preparation of Piling	82 only	160.00	13,120.00
Structural Concrete, Class 3300 (250 cu.yd.)	All Required		38,000.00
Structural Concrete, Class 5000 (1,635 cu.yd.)	All Required		250,000.00
Reinforcement (206,000 lb.)	All Required		45,000.00
Coated Reinforcement (70,500 lb.)	All Required		33,000.00
Prestressing Steel (98,100 lb.)	All Required		65,000.00

Reinforced Concrete Bridge End Panels	724 sq.yd.	25.00	$ 18,100.00
Concrete Slope Paving	970 sq.yd.	20.00	19,400.00
Slope Paving Curbs	105 lin.ft.	5.00	525.00
Metal Median Barrier	144 lin.ft.	32.00	4,608.00
1-inch Electrical Conduit	240 lin.ft.	3.50	840.00
2-inch Electrical Conduit	307 lin.ft.	6.00	1,842.00
4-inch Electrical Conduit	307 lin.ft.	10.00	3,070.00
			$ 541,401.50

Type Code X281
S.E. Foster Rd.-S.E. Woodstock Blvd. Br. No. 13538 (N. Bnd.)
(Sta. "Ln" 495+28 to Sta. "Ln" 499+88)

Shoring, Cribbing, Etc.	All Required		$ 1,500.00
Structure Excavation	1,080 cu.yd.	9.00	9,720.00
Structure Excavation Below Elevation Shown	100 cu.yd.	15.00	1,500.00
Special Wall Backfill	315 cu.yd.	9.00	2,835.00
Furnish HP 12x53 Steel Piling	3,454 lin.ft.	7.50	25,905.00
Drive Steel Piles	3,410 lin.ft.	1.00	3,410.00
Handling and Preparation of Piling	44 only	210.00	9,240.00
Structural Concrete, Class 3300 (850 cu.yd.)	All Required		130,000.00
Structural Concrete, Class 5000 (1,795 cu.yd.)	All Required		270,000.00
Expansion Joint Seal, Type 400	138 lin.ft.	100.00	13,800.00
Reinforcement (355,000 lb.)	All Required		67,000.00
Coated Reinforcement (105,000 lb.)	All Required		50,000.00
Prestressing Steel (130,000 lb.)	All Required		70,000.00
Reinforced Concrete Bridge End Panels	290 sq.yd.	25.00	7,250.00
Concrete Slope Paving	455 sq.yd.	20.00	9,100.00
Slope Paving Curb	132 lin.ft.	5.00	660.00
4-inch PVC Pipe	32 lin.ft.	6.00	192.00
1-inch Electrical Conduit	330 lin.ft.	3.50	1,155.00
2-inch Electrical Conduit	940 lin.ft.	4.50	4,230.00
4-inch Electrical Conduit	470 lin.ft.	8.00	3,760.00
			$ 681,257.00

Type Code X281
S.E. Foster Rd.-S.E. Woodstock Blvd. Br. No. 13538A (S. Bnd.)
(Sta. "Ls" 495+00 to Sta. "Ls" 499+59)

Shoring, Cribbing, Etc.	All Required		$ 1,500.00

Structure Excavation	1,080 cu.yd.	9.00	$ 9,720.00
Structure Excavation Below Elevations Shown	100 cu.yd.	15.00	1,500.00
Special Wall Backfill	315 cu.yd.	9.00	2,835.00
Furnish HP 12x53 Steel Piling	2,970 lin.ft.	7.50	22,275.00
Drive Steel Piles	2,926 lin.ft.	1.00	2,926.00
Handling and Preparation of Piling	44 only	200.00	8,800.00
Structural Concrete, Class 3300 (850 cu.yd.)	All Required		130,000.00
Structural Concrete, Class 5000 (1,795 cu.yd.)	All Required		270,000.00
Expansion Joint Seal, Type 400	138 lin.ft.	100.00	13,800.00
Reinforcement (355,000 lb.)	All Required		67,000.00
Coated Reinforcement (105,000 lb.)	All Required		50,000.00
Prestressing Steel (130,000 lb.)	All Required		70,000.00
Reinforced Concrete Bridge End Panels	290 sq.yd.	25.00	7,250.00
Concrete Slope Paving	455 sq.yd.	20.00	9,100.00
Slope Paving Curb	132 lin.ft.	5.00	660.00
4-inch PVC Pipe	32 lin.ft.	6.00	192.00
1-inch Electrical Conduit	330 lin.ft.	3.50	1,155.00
2-inch Electrical Conduit	940 lin.ft.	4.00	3,760.00
4-inch Electrical Conduit	470 lin.ft.	8.00	3,760.00
			$ 676,233.00
	Subtotal		$2,644,752.50
	Engineering		330,594.50
	Total		$2,975,347.00

Length of Partial Grading Section - - - 0.578 Mile
Length of Grading Section - - - - - - - - 1.201 Miles
Length of Structure (1) - - - - - - - - 0.028 Mile
Total Project Length - - - - - - - - - 1.807 Miles

Cost of Partial Grading Per Mile - - - $1,016,622.84
Cost of Grading Section Per Mile - - - $2,691,261.45

Work Retained in Program Status
(not included in totals below)

Slide Correction	All Required	$ 15,000.00
Permanent Signing	All Required	2,000.00
Bikeway Signing	All Required	2,200.00

*Work by Portland Bureau of Water	All Required	$ 300,000.00
*Work by Powell Valley Water Dist.	All Required	50,000.00

*Note: Work by Utilities is Chargeable to Project No. I-205-7(13)300, Prefix 626-1099

Summary of Funds (92.24%)

Description	Total Cost	Federal Funds	State Funds
Partial Grading	$ 587,608	$ 542,009	$ 45,599
Grading	3,232,205	2,981,385	250,820
Structures	2,975,347	2,744,460	230,887
Totals	$6,795,160	$6,267,854	$527,306

Group 1 - 100%

Contract No. 8456

Prefix 626-1074

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 6-30-81	REPORT MADE BY W. C. Farr, FHWA Trainee		PROJECT NO. I-205-7(36)307
COMPLETION DATE 3-13-79	ACCEPTANCE DATE BY CONTRACT AGENCY 5-24-79	TIME ELAPSED 118 %	CONTRACT TIME 475 C.D.
APPROVED EXTENSIONS 76 C.D.	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. POWELL-SE. FOSTER SECTION
EAST PORTLAND FREEWAY
Grading, Paving, and Structures

This project provided for basic roadbed grading of the mainline, construction of concrete curbs and asphalt pavement on adjacent City streets and bikeway and the construction of four permanent roadway structures, two temporary detour structures and a permanent pedestrian structure. All work is acceptable.

RECEIVED
STATE HWY ENGR
JUL 6'81
REFER TO
Kraxey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7/6

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 7/2/81	TITLE Field Operations Engineer	DATE 7/2/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8456

L

June 10, 1981

The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

COM 5
#8456

Gentlemen:

A post-final payment for $30,000.00 will be made to Roy E. Ladd, Inc. on Contract No. 8456 for work on the S.E. Powell Boulevard-S.E. Foster Road Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $6,128,942.25 including the post-final payment. Of the total $69,903.44 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

bc: C. T. Kaasey
Walt Hart
E. L. Hardt

L.

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

June 4, 1981

Mr. O. B. Jackmond
Contract Administration Engineer
504 Executive House
325 - 13th Street N.E.
Salem, Oregon 97310

Re: Roy E. Ladd v. State
Marion Co. No. 116301 (L-7788)
Contract No. 8456

Dear Bryant:

I forward herewith four copies of a fully executed stipulation for compromise and settlement of the above mentioned case. As you know, the settlement was discussed with and approved by the Highway Engineer, Scott Coulter. The Federal Highway Administration has given approval in principal subject to our justification of settlement reports. The stipulation of settlement has been filed with the Marion County Clerk in the case record. Both the contractor and the state are now committed to this settlement.

The stipulation will support the issuance of a check for payment. I have committed us to payment within a week or ten days. Please have the payment processed and we will follow with the justification report.

As you know, the Resident Engineer, Clair Kyper, is preparing the "engineering analysis" in support of settlement. I will finalize my justification report from a legal standpoint as soon as Mr. Kyper's report is complete.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Attorney General

RECEIVED
STATE HWY ENGR
JUN 5 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

LBH:mj
enclosure
cc: H. S. Coulter
V. E. Skoog

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

ROY E. LADD, INC., a corporation, Plaintiff, v. STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division, Defendant.	)	No. 116,301 STIPULATION

IT IS HEREBY STIPULATED between the plaintiff by and through Daniel J. Seifer of its attorneys, and the defendant by and through Leslie B. Hampton of its attorneys as follows:

I

That the above captioned case is hereby compromised and settled for the lump sum amount of $30,000.00 which defendant will pay plaintiff in the due course of its accounting procedure. Said $30,000.00 payment includes interest and any and all obligations of defendant to plaintiff arising from or in any way connected with plaintiff's performance of Highway Contract No. 8456.

II

Subject to payment of said $30,000.00, plaintiff hereby releases defendant from any and all obligation, liability or claims arising or in any way connected with the above captioned case or plaintiff's performance of said Contract No. 8456.

III

Upon payment of said $30,000.00 by defendant, plaintiff will dismiss its Complaint herein with prejudice and without costs to either of the parties.

DATED this 1st day of June, 1981.

Daniel J. Seifer
Of Attorneys for Plaintiff

Leslie B. Hampton
Leslie B. Hampton
Of Attorneys for Defendant

In the Circuit Court of the State of Oregon

for the County of Marion

ROY E. LADD, INC.,
a Corporation,

Plaintiff

vs.

STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway, Division,

Defendant

No. 116301

SUMMONS

To above-named defendant:

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within twenty days from the date of service of this summons upon you, if served within the state of Oregon; or if served outside the state of Oregon but within the United States, then within four weeks from the date of the service of this summons upon you; or if served outside the United States, then within six weeks from the date of service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff...... will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days ~~weeks~~ from date of service along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or plaintiff's attorney to show that the other side has been given a copy of it.

* If summons is served within the state of Oregon, insert "20" days; if served outside the State of Oregon but within the United States, insert "four" weeks; if served outside the United States, insert "six" weeks.

KOBIN & MEYER

By /s/ Norman B. Kobin
of Attorneys for Plaintiff......

STATE OF OREGON, County of Multnomah *) ss.*

I, Norman B. Kobin*, one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland*, Oregon, dated the* 29th *day of* November*, 19*79.

of Attorneys for Plaintiff......

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant......,

and a copy of the within summons only upon the other defendant......,

of Attorneys for Plaintiff ....

KOBIN & MEYER
ATTORNEYS FOR PLAINTIFF
Suite 800 - 610 S. W. Alder St.
Portland, Oregon 97205
Telephone 223-1107

FORM No. 219.0—SUMMONS—For Service Inside or Outside State.
TT
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

ROY E. LADD, INC., a Corporation, Plaintiff, vs. STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division, Defendant.	No. 116301 COMPLAINT (Action at Law) (Breach of Contract)

Plaintiff alleges:

I

During all times mentioned herein, Roy E. Ladd, Inc. was and is a California corporation duly licensed and authorized to do business in the State of Oregon.

II

Oregon State Highway Division is an agency of the State of Oregon and action against this agency is authorized under ORS 30.320.

III

During September, 1976, defendant invited sealed bids for construction of a portion of Interstate 205 in Multnomah County, Oregon, consisting of grading, paving, and structures on the "South East Powell Boulevard - Foster Road Section, East Portland Freeway." Roy E. Ladd, Inc. submitted the low, responsive and responsible bid to the invitation and on the 22nd day of September, 1976 was awarded the contract, being O.S.H.D. Contract No. 8456.

IV

As far as is here relevant, the contract consisted of Plans, Special Provisions and Standard Specifications (1974), all by the State, upon which Plaintiff's bid was based. The contract design required the construction of concrete piers, sometimes called bents, for bridges. The contract design required that steel H-pile be driven beneath the footings of the bents.

V

The Special Provisions of the contract and the summary sheets of the Plans provided bidders with estimated lengths of steel H-pile which would be used beneath each footing at each bent at each bridge.

VI

The Plans called for steel H-pile to be driven to a stated bearing, expressed in tons.

VII

The State's authorized Resident Engineer required Plaintiff to drive piles in lengths greatly exceeding those stated in the Plans and Special Provisions and to bearing greatly exceeding that shown on the Plans.

VIII

Section 104.02 of the Standard Specifications provides that changes and alterations in the plans and specifications and details of construction may be ordered by the State. Section 109.04 of the Standard Specifications provides that the State will pay Plaintiff for changes or alterations in the work which materially change the character of the work or the unit cost thereof. The increased lengths and additional bearing of H-pile overruns are material alterations in the character of the work and in the unit price thereof, which caused Plaintiff to reasonably incur costs in excess of the contract prices in the amount of $95,517.29. Demand has been made upon the State for payment of these costs, but nothing has been paid.

X

Plaintiff has performed all the obligations on its part to be performed, and the work under the contract has been completed and accepted.

WHEREFORE, plaintiff demands judgment against Defendant in the sum of $95,517.29, plus interest from the date of demand, and for costs and disbursements incurred.

KOBIN & MEYER

By ______________________
Norman B. Kobin -- Bar #37029

By ______________________
Daniel J. Seifer -- Bar #69156

610 S.W. Alder - Suite 800
Portland, Oregon 97205
Telephone: (503) 223-1107

Attorneys for Plaintiff

STATE OF OREGON, County of Multnomah) ss.

I, Norman B. Kobin *, being first duly sworn, depose and say that I am* one of the attorneys for plaintiff corporation

in the above entitled cause; and that the foregoing Complaint

is true as I verily believe. I make this verification on the ground and for the reason that no officer of plaintiff corporation resides in the State of Oregon.

/s/ Norman B. Kobin

Subscribed and sworn to before me this 29th *day of* November, *A.D. 19*79

/s/ Maverne M. Shank

Notary Public for Oregon

[NOTARIAL SEAL]

My Commission expires 10-1-82

A TRUE COPY

of Attorneys for Plaintiff

STATE OF OREGON, County of Multnomah) ss.

Due service of the within .... is hereby accepted in Multnomah County, Oregon, this .... day of ...., 19....,

by receiving a copy thereof, duly certified as such by ....

of attorneys for ....

Of Attorneys for ....

STATE OF OREGON, County of Multnomah) ss.

I hereby certify that on the .... day of ...., 19...., I served the within .... upon .... by depositing in the United States Postoffice at Portland, Oregon, a full, true and correct copy thereof, with postage prepaid thereon, addressed to ....

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800 - 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 223-1107

Of Attorneys for ....

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-205-7(36)307 (Contract 8456)
S.E. Powell Blvd.-S.E. Foster Road
Multnomah County

DATE: September 12, 1979

In reply refer to: HFO.8-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

As requested in Mr. C. T. Keasey's letter of August 13, 1979, this will acknowledge Notice of Contractor's Claim.

State legal expense for this claim are reimbursable under the provisions of FHPM-1-4-2.4.

G. L. Green

cc:
OSHD (C T Keasey)
ODOT (D E Swan)
OSHD (D Hacek)

RECEIVED
STATE HWY ENGR
SEP 13 '79
REFER TO
FOR
Info | Inves | P.D. | [illegible] | [illegible] | Act | File

8456

2

August 16, 1979

Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

Attention: Merrill Bird
Project Manager

Gentlemen:

Claim for Additional Compensation
S.E. Powell Blvd.-S.E. Foster Road Section
Contract No. 8456

This is in response to your August 1 letter claiming additional compensation under the above contract. The basic claim was reviewed and denied by our letter of August 8, 1978.

Since your present request offers no additional data in respect to the basic claim, the claim is again denied and further discussion does not appear warranted unless you wish to present data not previously considered.

Sincerely,

H. S. Coulter
State Highway Engineer

cc: C. T. Keasey
E. L. Hardt
Jack Sollis

bc: Roy Heinz
Arvey Nelson
Clair Kuiper

OBJ:fr jh

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8456

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 10, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Contractor's Claim
S.E. Powell Blvd.-S.E. Foster Road Section
Contract No. 8456

The contractor, Roy E. Ladd, Inc., filed a claim for additional compensation due to increased costs of driving piling for structures on this project. This claim was reviewed by the Resident Engineer, the Region Engineer, the Construction Branch and the Contract Claims Review Board. The Claims Review Board findings and recommendation for denial of the claim are contained in my memo to you dated July 31, 1978. The claim was officially denied by letter to the contractor on August 8, 1978.

After receiving the final voucher for the contract on May 30, 1979, the contractor resubmitted his claim in accord with Section 109.15 of the Standard Specifications. The original claim for $44,432.04 increased pile driving costs remains unchanged. However, the contractor now asks for an additional $51,085.25 due to the "Impact Costs" resulting from the pile driving.

This matter has been reviewed with the Chief Counsel and, since the basic claim has received a thorough review, it does not appear that anything could be gained through further discussion with the contractor.

The contractor states that he will commence litigation. A State Force Order for our possible legal defense costs has been prepared and submitted to FHWA for their approval. A rough draft response to the contractor is attached.

OBJ:fr

Att.

cc: Ed Hardt
Jack Sollis
Roy Heinz
Arvey Nelson
Clair Kuiper

do-f

RECEIVED
STATE HWY ENGR
AUG 14 '79
REFER TO
FOR
Info Inves R/D O/R Sign Act File

Roy E. Ladd, Inc.

GENERAL CONTRACTOR 916-241-6102 P. O. Box 756 Redding, Calif. 96001

RECEIVED
STATE HWY ENGR
AUG 2'79
REFER TO
Keasey
FOR
Info Inves R/D O.R Sgn Act File

8-2
orig
w/ attach.

August 1, 1979

Oregon State Highway Department
of Transportation
State Highway Division
Salem, Oregon 97310

Attention: State Highway Engineer

Subject: Claims on S.E. Powell Blvd. - S.E. Foster Rd. Section
East Portland Freeway I-205
Multnomah County
Contract No. 8456

Gentlemen:

We are in receipt of your Final Estimate on subject job, which is dated May 30, 1979 and undoubtedly transmitted subsequent to that time.

Consistent with Section 109.15, Standard Specifications for Oregon State Highway Construction, 1974 Edition, Roy E. Ladd, Inc. renews its request and claims for extra work and additional compensation in the total amount of $95,517.29. Our requests for payment were omitted from the Final Estimate.

For facility of reference, we enclose one of the letters which we wrote to you during the progress of the work, which sets forth the primary basis of these claims. The letter is dated August 18, 1977. The letter contains some of the facts which make up our claims. These claims were the subject of discussion at two meetings at least with your representatives.

We also enclose an itemization of costs of this claim, which was presented with the August 18, 1977 letter, in the amount of $44,432.04.

Additionally, we enclose and therefore submit a further itemization in the amount of $51,085.25. This information was not available at the time of our preliminary submittals. You will note that the itemization consists primarily of continuing job overhead, additional security, overtime labor costs, weather inefficiency, equipment use, and liquidated damages which were assessed against this job. With respect to the last item it is our position that but for the over-length piling requirement, the job would have been completed within the time set by the contract, as extended. You will also note that this latter itemization does not include any profit based upon the foregoing costs. In the event of litigation, we will be obliged to include profit on this item.

We know that you have met with our people on at least two occasions and discussed these claims, but with a negative result. We therefore question whether further meetings would result in a consensus. We will, however, be guided by your requests. Otherwise, we will be obliged to commence litigation.

Very truly yours,

ROY E. LADD, INC.

Merrill Bird

/Merrill Bird,
Project Manager

Enclosures

cc: Kobin & Meyer
Attention: Norman B. Kobin

8456

9

May 31, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8456 awarded to Roy E. Ladd, Inc. for work on the S.E. Powell Boulevard-S.E. Foster Road Section of the East Portland Freeway in Multnomah County was completed on March 13, 1979, and accepted by the State Highway Engineer on May 24, 1979.

Final payment in the amount of $5,000 will be released to the contractor after June 5, 1979. The total contract amount is $6,098,942.25 including $69,903.44 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Roy E. Ladd, Inc.
P. O. Box 756
Redding, CA 96001

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO
DEPT.

238-8226
TELEPHONE

TO: E. L. Hardt
Region Engineer

DATE: April 12, 1979

FROM: R. N. Bothman
Administrator

Robert N Bothman

SUBJECT: I-205 Powell/Division Interchange

The City of Portland and Multnomah County have responded to a request to write up a description of the background between the traffic patterns formed by the Powell/Division interchange on I-205.

Both have responded by providing a description and/or plan for their functional classification of city streets and county roads, more specifically, Division Street and Powell Boulevard. I would suggest that the contact relative to questions be directed to Martin Cramton, planning director of Multnomah County, and Doug Wright, planning director of City of Portland.

The purpose of the split diamond interchange at Powell and Division on I-205 is to meet the transportation plans for the City and the County. In the county the principal arterial has been designated Division Street. This is primarily because Division is currently four lanes with projects scheduled to continue that four laning on the Burnside extension to Powell Valley Road east of Gresham. The existing Powell has been designated a minor arterial and collector with intentions to maintain it at its current two lane configuration.

In the city, Powell Boulevard is classified a major city traffic street. The City Council has approved $20 million in construction improvements on Powell Boulevard, the first contract being underway and the second contract about two years away. Meanwhile the City has designated Division a transit corridor and has a project in the planning stage to construct curb extensions and so forth which will reduce the availability of that street for autos and inhance its availability to transit.

In addition, the objectives of the City are to encourage through traffic from east Multnomah County to downtown Portland to bypass the southeast neighborhoods utilizing I-205 and the Banfield Freeway. The intent is to place the longer trips on the freeway system and remove them from the southeast Portland neighborhood streets.

In order to meet the above objectives, the split diamond interchange was developed for I-205 which provides for moving traffic west of I-205 on Powell and east of I-205 on Division and providing a split diamond to handle the movement of traffic from Powell to Division. The current intent is to reroute U.S. 26 from east of Gresham down Powell Valley Road, Burnside extension, Division Street, using the split diamond interchange to bring the traffic into Portland on Powell Boulevard. Consequently, no access is provided from I-205 east on Powell or west on Division.

The above concept was developed several years ago with the planning for I-205. The concept was then reinforced with the City's Arterial Streets Classification Policy and will further be reinforced with the final adoption of the Multnomah County Comprehensive Plan currently in its hearings.

In further explanation, the intent is to complete the reconstruction of Powell Boulevard from I-205 to the Ross Island Bridge in conjunction with the completion of I-205 and to complete the Burnside widening project to provide a full, four lane section from I-205 east at the time I-205 is open. At the present time, it looks like we are out of sync by perhaps two years with I-205 completion in advance of the Powell Boulevard and Burnside projects. This will cause us considerable confusion; however, the current intent is to force the permanent traffic patterns to occur with the opening of the I-205 project. Therefore, the intent would be to force the moves onto Powell to the west and east to Division when I-205 is open and not allow any traffic patterns to develop, contrary to that final plan.

For this reason it will be necessary to provide connecting links from Powell to Division at the time we open the Foster to Powell section, which you have arranged on the current construction project, or plan to arrange with the paving construction project.

RNB:ke

Attachments

cc: F. B. Klaboe
H. S. Coulter

RECEIVED
STATE HWY ENGR
APR 16 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

THE CITY OF
PORTLAND
OREGON

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

424 S.W. MAIN STREET
PORTLAND, OR 97204

ZONING
248-4250

COMPREHENSIVE
PLANNING
248-4260

TRANSPORTATION
PLANNING
248-4254

SPECIAL
PROJECTS
248-4509

ADMINISTRATION
248-4253

MA PDM PDE TSE SPC
ODOT - METRO
MAR 19 1979
AM PPS FILE T/

12 March 1979

Mr. Robert N. Bothman, Administrator
Department of Transportation
Metropolitan Branch
5821 NE Glisan
Portland, OR 97213

Dear ~~Mr.~~ Bob Bothman:

In response to your letter inquiring about the design of the Powell/Division/I-205 Interchange, I have selected the following excerpts from the City's Arterial Streets Classification Policy which was adopted by Council in June of 1977. Within the City, Powell Boulevard is classified as a Major City Traffic Street and a Minor Transit Street. As you know, City Council has approved $20 million worth of construction to improve it as such. Division, on the other hand is classified as a Major City Transit Street and a Neighborhood (traffic) Collector Street. The City will be initiating a project this year in the Division Corridor in order to improve it to its classification.

The difference in classification resulted in the difference in land uses along the two streets and a desire to facilitate the movement of people and goods while preserving the livability of inner-city neighborhoods from the impacts of through traffic.

In addition, the I-205 Corridor carries the designation of a Regional Traffic and Transitway.

Objectives and District Policies: Southeast Portland

> "Through traffic from East Multnomah County shall be encouraged to by-pass the Southeast District via I-205 and the Banfield Freeway. Modifications to Neighborhood Collector Streets shall have the general objective of maintaining or reducing current traffic volumes, especially during peak periods when many of the trips are interregional trips, as well as improving intersections to allow left turns." (page 55.)
>
> "Peak period, through traffic on Neighborhood Collector Streets within the Southeast District should be reduced, and modifications aimed at such reductions should first be initiated on Holgate, Clinton, Steele, Woodstock and Lincoln/Harrison, then Stark, Burnside, Belmont/Morrison, Division and Hawthorne. (page 55)

Traffic Streets: Regional Trafficway.

"1. Functional Purpose"

"a. A Regional Trafficway is intended to provide for inter-regional and inter-district movement. A Regional Trafficway is intended to service automobile trips which are approximately five miles or more in length, and have only one trip end in a given transportation district or bypass district."

"b. Relative to other rights-of-way, a Regional Trafficway should provide the highest capacity for the movement of longer distance trips. Where the level of traffic demands, topography and adjoining development allow, a Regional Trafficway should be a grade-separated, limited access facility."

"2. Interchanges"

"a. A Regional Trafficway should have interchanges with other Regional Trafficways and with Major City Traffic Streets. A Regional Trafficway should not have interchanges which would provide direct traffic access onto Neighborhood Collector and Local Service Streets."

"b. Regional Trafficway Interchanges should be designed to reinforce desired land uses and development as defined by adopted plans and policies." (page 26)

"3. Related Land Use and Development"

"a. A Regional Trafficway should not provide traffic access to areas in which urban growth and development is to be discouraged, as defined by adopted plans and policies. In developed areas, a Regional Trafficway should be buffered from adjacent neighborhoods."

Traffic Streets: Major City Traffic Streets

"1. Functional Purpose"

"a. A Major City Traffic Street is intended to serve as the principle route for the movement of traffic which has one trip end within a Transportation District, or traffic which has both trip ends within a Transportation District. A Major City Traffic Street, having less traffic capacity than a Regional Trafficway, should be used for movement to and from the Regional Trafficways, and for movement to and from major activity centers within each Transportation District."

"b. Design treatment and traffic operations on a Major City Traffic Street should give preference to traffic having at least one trip end within the Transportation District, rather than to through traffic. Through traffic with no trip ends within a Transportation District should be encouraged to use the Regional Trafficways and bypass Transportation Districts."

"2. Intersections"

"a. Intersections between Major City Traffic Streets should be signalized in order to facilitate the safe movement of traffic along each street as well as to allow all turning movements between Major City Traffic Streets." (page 28.)

Traffic Streets: Neighborhood Collector

"1. Functional Purpose"

"a. A Neighborhood Collector Street is intended to serve as a distributor of traffic from a Major City Traffic Street to the neighborhood and to serve trips which both start and end within a neighborhood."

"b. Design treatment and traffic operations on a Neighborhood Collector Street should give preference to the distribution of traffic."

"c. Design treatment and traffic operations on a Neighborhood Collector Street should discourage through trips."

"2. Intersections"

"a. Intersections between Neighborhood Collector Streets should be signalized or signed to facilitate the safe movement of traffic along each street as well as turning movements between such streets."

"b. Intersections with Major City Traffic Streets should be designed to allow turning movements needed to ensure traffic movement into the neighborhood, as desired but without resulting in additional non-local traffic on Local Service Streets." (page 30)

Transit Streets: Regional Transitway

"1. Functional Purpose"

"a. A Regional Transitway is intended to provide for inter-regional and inter-district transit trip movement. A Regional Transitway is intended to serve public transit trips which bypass a given Transportation District or have only one trip end in the district."

"b. A Regional Transitway is intended to provide for frequent, high-speed, high capacity, express and limited transit service."

"2. Transfers and Stations"

"a. Stations on Regional Transitways should be located such a way as to provide direct service to regional and neighborhood commercial centers, and major trip generators along the Transitway."

"b. Station and stop areas should provide a safe and convenient means of transfer to other transit services."

"c. Station and stop areas should provide convenient access to the surrounding neighborhoods. Pedestrian and bicycle access should be assured, and where appropriate, park-and-ride and kiss-and-ride facilities should be provided as a secondary means of access."

"d. On a Regional Transitway, minimum distance between stations and/or stops should be approximately one-half mile." (page 32.)

Transit Streets: Major City Transit Streets.

"1. Functional Purpose"

"a. A Major City Transit Street is intended to provide concentrated transit services to connect and reinforce major activity centers and residential areas. A Major City Transit Street is intended to provide transit service for those trips which have one trip end within a Transportation District, or which have both ends within a Transportation District."

"b. A Major City Transit Street is intended to provide for frequent local transit service, with stops approximately every two blocks, and frequent limited transit service; stopping at transfer points and activity centers or approximately every ten blocks."

"c. A Major City Transit Street is not intended to provide for express transit operations, serving trips which have no trip ends in the Transportation District."

"2. Transfers"

"a. Facilities at transfer points should be provided to allow safe and convenient transfer between transit routes."

"b. Because transfer points provide transit service to more destinations, pedestrian and bicycle pathways shoudl provide access from transfer points to adjacent development and neighborhood areas."

"3. Related Land Use and Development"

"a. Auto-oriented land use developments should be discouraged from locations along a Major City Transit Street, except in such cases where the street is also classified as a Major City Traffic Street." (page 34)

Transit Streets: Minor Transit Street

"1. Functional Purpose"

"a. A Minor Transit Street is intended to provide for local and neighborhood transit service."

"b. A Minor Transit Street should proivde operational characteristics which allow for frequent local service, with stops approximately every two blocks." (page 36)

Objectives and Special Policies: Regional

"A. Objectives"

"The basic objective of the City is to minimize the impact of the inter-regional and longer-distance, intra-regional trips on City neighborhoods, commercial areas and the City's street system itself, by maximizing the use of the Regional Trafficways and Transitways for such trips."

"B. Special Policies"

"1. Highest priority should be given to development of Regional Transitway rights-of-way." (page 41)

"6. Major City Traffic Streets and Neighborhood Collector Streets within the City of Portland should not serve as alternate routes for regional trips." (page 42)

If you have any questions concerning the above, please call Ernie Munch, Chief Transportation Planner, at 248-4254.

Sincerely,

Doug Wright, Director
Bureau of Planning

DW:db

79-31

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S E MORRISON STREET
PORTLAND OREGON 97214
(503) 248-5000

COUNTY COMMISSIONERS
DON CLARK Chairman
DAN MOSEE
Earl Blumenauer ~~ALICE CORBETT~~
DENNIS BUCHANAN
Gladys McCoy ~~MEL GORDON~~

MA PDM PDE TSE SPC
ODOT - METRO
MAR 2 1979
AM PPS FILE T/A

February 27, 1979

Robert Bothman, Metro Engineer
Oregon Dept. of Transportation
5821 N.E. Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

The I-205 design provides interchanges at appropriate locations, minimizes additional capital cost in line with the 1975 federal Transportation Systems Management guidelines, supports regional and County objectives to maximize use of the existing road system, minimizes community disruption caused by channeling traffic into inappropriate streets, and is consistent with Multnomah County and City of Portland adopted arterial street plans.

The Powell/Division Interchange channels traffic eastward to Division St. which has 76 ft. of roadway (4 travel lanes, a median turn lane and 2 parking lanes) in a 90 ft. right-of-way. Powell Blvd., east of I-205, is a 2-lane street with generally 40 ft. of pavement in a 60 ft. right-of-way. East of I-205, Division St. has a mixture of land uses along it trending toward more intense uses while Powell Blvd. is predominantly residential.

Enclosed is a copy of the County Functional Classification of Trafficways which designates Division St. as a Principal Arterial and Powell Blvd. as a Major Collector.

Three streets serving southeast Multnomah County interchange with I-205 - - Foster Rd., Division St., and Stark St., provide sufficient access to the I-205 Interstate route.

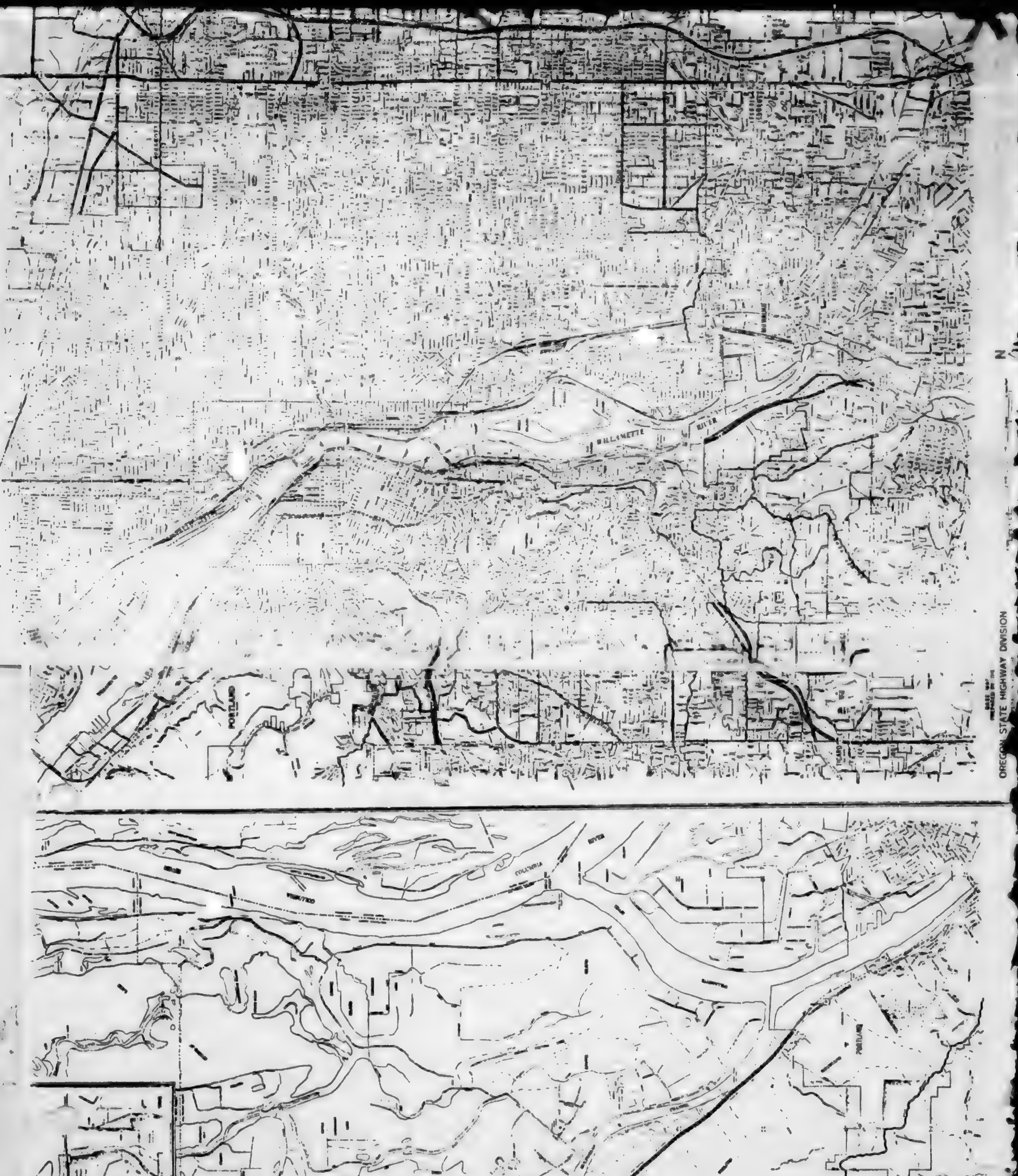
Interchange questions can be directed to Bebe Rucker at 248-5262.

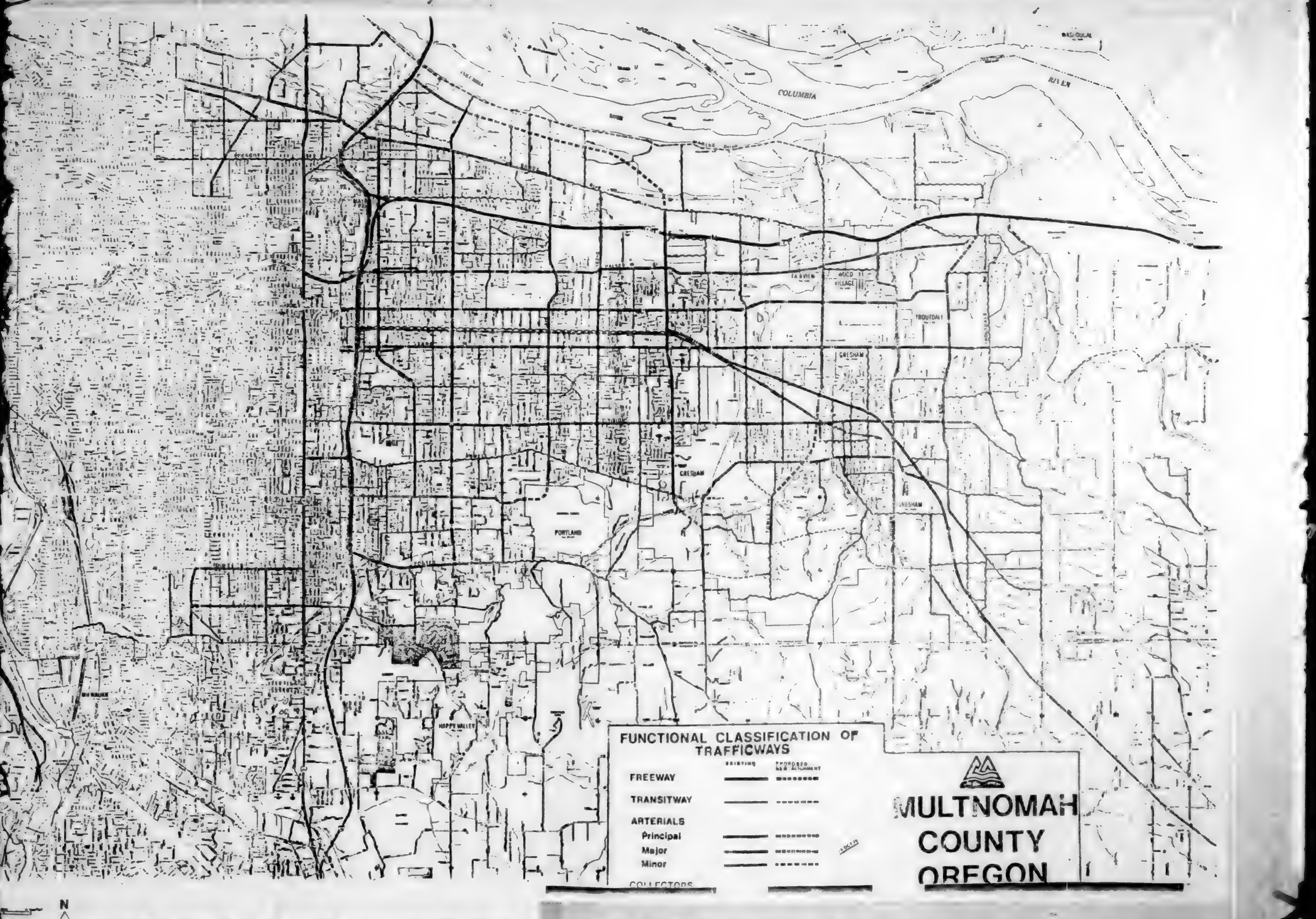
Very truly yours,

Martin R. Cramton, A.I.C.P.

BMR:ms

Encl.


WILLAMETTE RIVER
PORTLAND
COLUMBIA RIVER
PORTLAND
PORTLAND
OREGON STATE HIGHWAY DIVISION
N



MULTNOMAH COUNTY OREGON

FUNCTIONAL CLASSIFICATION OF TRAFFICWAYS

EXISTING
PROPOSED NEW ALIGNMENT
FREEWAY
TRANSITWAY
ARTERIALS
Principal
Major
Minor
COLLECTORS
COLUMBIA
RIVER
PORTLAND
GRESHAM
TROUTDALE
FAIRVIEW
WOOD VILLAGE
HAPPY VALLEY
N

8456

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. Powell Blvd - S.E. Foster Rd		WEEK ENDING: Apr. 7,1979
		SECTION PREFIX: 626-1074
HIGHWAY: East Portland Freeway		COUNTY: Multnomah
NAME OF JOB: S.E. Powell Blvd - S.E. Foster Rd	KIND OF WORK: Grading, Paving & Structures	
CONTRACTOR: Roy E. Ladd, Inc.	CONTRACT NUMBER: 8456	FEDERAL AID PROJECT NUMBER: I-205-7(36)307
DATE OF CONTRACT: December 22,1976	DATE WORK STARTED: January 20,1977	~~XXXXXX~~ COMPLETION DATE: March 13,1979
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS: 475	WORK DAYS USED CALENDAR DAYS USED: 487
PROJECT AUTHORIZATION: $7,210,510	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 102.5
EXCLUSIVE OF ENGINEERING: $6,697,763	ENGINEERING AUTHORIZATION: $512,747	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $6,118,641	ENGINEERING COST TO DATE: $640,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~XXXXX~~ UNDERRUN: 9 %	PERCENT OF AUTHORIZATION: 125 %	DATE PROJECT WAS COMPLETED: March 13,1979

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Illum.	Fence
100	100	100	100	100	-	100	100

	GRADING	SURFACING	Base		
MILES IN PROJECT	1.8	2.3	1.2		
MILES PARTIALLY COMPLETED	0	0	0		
MILES COMPLETED	1.8	2.3	1.2		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	936,500 CY	8,590 T	15,300 T		
TOTAL QUANTITIES CORRECTED TO DATE	936,396 CY	9,027 T	15,173 T		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	936,396 CY	9,027 T	15,173 T		
AVERAGE DAILY QUANTITIES	0	0	0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13533	13536	13537	13538	13533A	13536A	13538A	Haul Str.
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	Rain	0	0	
MONDAY 2	Showers	0	0	
TUESDAY 3	Cloudy	0	0	
WEDNESDAY 4	Cloudy	0	0	
THURSDAY 5	Fair	0	0	
FRIDAY 6	Cloudy	0	0	
SATURDAY 7	-	0	0	

K
Koesey
Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
APR 9 1979
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Apr 1	No activity.
MONDAY Apr 2	No activity this week.
TUESDAY Apr 3	
WEDNESDAY Apr 4	
THURSDAY Apr 5	
FRIDAY Apr 6	Semi final completed today.
SATURDAY Apr 7	

REMARKS

Summary: Semi final completed 4-6-79. Final weekly report for this project.

SIGNED Roy T. Heinz LOCATION
Roy T. Heinz, Res. Eng'r Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 27, 1979

In reply refer to: HFO.6-OR

SUBJECT: Oregon Project I-205-7(69)307
S.E. Powell-S.E. Foster Section
East Portland Freeway

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

By letter of February 22, 1979, Mr. Christensen has requested concurrence in the salvage credit and public interest finding regarding approximately 2212 lineal feet of precast concrete median barrier. This barrier was installed as a temporary traffic control delineation at the Foster interchange while that location served as a temporary end-of-freeway.

Confirming previous verbal approval, I concur in your finding that salvage is in the public interest. I also agree with your salvage credit value of $3.00 per lineal foot.

G. L. Green

cc:
D. H. Moehring (ODOT)
D. O. Christensen (ODOT)
J. H. Versteeg (ODOT)
E. L. Hardt (OSHD/Milwaukie)

cy Hamlin
Keasey

RECEIVED
STATE HWY ENGR
MAR '79
REFER TO
FOR
Info Inves Rec Rpt Sig Act File

Oregon State Highway Division

Victor Atiyeh
Governor

February 22, 1979

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: S.E. Powell Blvd.-S.E. Foster Rd.
East Portland Freeway
Multnomah & Clackamas Counties

It is proposed to salvage 2212 feet of concrete median barrier from the project. The barrier is presently in use to channel the northbound freeway traffic into the off-ramp to Woodstock and Powell. It will be removed prior to opening this section to traffic and will be surplus to this job. We believe it is in the public interest to salvage this material and make it available for use by the State.

We propose to handle this in the following manner:

We will specify the concrete barrier sections be stockpiled at the State storage yard at S.E. 82nd and Harmony Road at the direction of the engineer. Some sorting will be required to separate the good sections from the damaged.

The project will be credited in the amount of $3.00 per foot of concrete barrier length salvaged. This sum was arrived at as follows:

1. Salvage value of concrete median barrier = $1.50 per foot.

2. Extra cost to contractor for hauling and stockpiling = $1.50 per foot.

The salvage value is fairly low because the barrier is set on a grout pad, which we have found makes it difficult to remove without some damage to the base and the tongue and groove ends. Repairing the damaged areas and removing the grout pad from the base is required to make it reusable.

RECEIVED
TECHNICAL SERVICES

FEB 23 '79

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 81-734-3122

We will initially credit the project for 2212 lineal feet at $3.00 = $6,636.

The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the storage site is determined.

This proposal was discussed with and tentatively approved by Mr. Cliff Christiansen of the FHWA.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
D. H. Moehring
C. T. Keasey
E. L. Hardt
Jack Sullivan
Fred Eriksen

STATE OF OREGON
1859
[illegible]
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 14, 1979 Telephone 238-8226

MARTIN CRAMTON
Multnomah County Planning
2115 SE Morrison
Portland, OR 97214

DOUG WRIGHT
Portland Bureau of Planning
424 Southwest Main Street
Portland, OR 97204

Subject: I-205 Powell/Division Interchange

The Department is moving forward with the final contract on the Powell to Foster Road section of I-205. We plan to proceed with the paving contract this spring, which includes signing and so forth. I am getting considerable question from both our construction people and maintenance people relative to the traffic patterns which will be established by the construction of this interchange.

Also as we move closer to completion, we will be in the position of fielding questions as to the configuration being constructed.

For both the above reasons, I would appreciate it if you could prepare a short but detailed explanation of why we have the unusual design. I would like to consolidate the discussion by the city with the discussion by the county to a single document which can be used by ODOT in responding to our own staff as well as the public, media, and so forth when the project is completed.

This would obviously have the advantage of presenting the same story to all the questions that will be asked because of the unusual design of the interchange.

It has also been suggested that we establish the appropriate people in the county, city, and state who should be responsible for responding to the questions, again, so that knowledgeable people can respond.

If you can provide me with responses, I will consolidate and prepare a report.

ORIGINAL SIGNED BY R.N. BOTHMAN

ROBERT N. BOTHMAN
Administrator

lh

cc: F. B. Klaboe
H. S. Coulter
E. L. Hardt

RECEIVED
DOT DIRECTOR
FEB 16 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
F. B. KLABOE

Form 734-3122

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
February 7, 1979

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: TRAFFIC PATTERNS AT POWELL BLVD. & I-205

TO: R. N. BOTHMAN
Metro Administrator

RECEIVED
DOT DIRECTOR
FEB 8 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A review of the construction and signing plans for the S.E. Powell Blvd. to S.E. Foster Road Section of I-205 shows some unusual traffic patterns that motorists will be asked to perform when I-205 is opened to Powell Blvd. As I read the sign plans northbound I-205 traffic headed for points east of the freeway will not be allowed to make a right turn onto Powell Blvd. but will instead be required to continue north to Division before they can turn to the east even though the exit off of the freeway will be signed for both POWELL BLVD. AND DIVISION STREET. Also, traffic headed east on Powell Blvd. will be given the signing indication that they can reach Gresham by making a left turn directly east of the freeway which will lead them to Division Street even though Powell Blvd. runs directly into Gresham.

I realize that these unusual maneuvers were designed by others than the Highway Division. Nevertheless they are already causing questions to be asked by the people who are just now being exposed to the plans for the project. I'm sure that as we get further into the project more questions will be raised about this. I anticipate that the day after we open the section we will have calls from the public as well as the media wanting to know why the unusual design. In order that all the people connected with the project, including the Resident Engineer and his staff, the contractor and sub-contractors, the District Engineer and his people, and the people in this office can present to the public the same story about this topic, I would appreciate it if you would prepare a write-up that describes the background for the traffic patterns previously described. I realize that there is mention of this in the EIS but I'm looking for a little more detail, perhaps the names of appropriate people in the County and/or City for contacts. If the justification can be presented in an acceptable way it will make our job of explaining this to the public much easier.

The plans for this project show that the route for US 26 EAST east of I-205 to be on Division Street. Is there a move afoot to transfer the routing of the Mt. Hood Highway from Powell Blvd. to Division Street in this area? If there is I haven't heard about it. If we are to follow the sign plans this obviously needs to be done prior to the opening of this next section.

ELH/gw
cc: F. B. Klaboe
H. S. Coulter

NOTED
F. B. KLABOE

1451

November 21, 1978

Roy E. Ladd, Inc.
Post Office Box 756
Redding, CA 96001

Gentlemen:

Time Extension, Contract No. 8456
S.E. Powell Blvd., S.E. Foster Road
Multnomah County

Your request for a time extension on Contract No. 8456, S.E. Powell Blvd.-S.E. Foster Rd. Section, has been given careful consideration and review.

A 76-day increase in contract time is hereby granted. Delays resulting from the pedestrian structure were given consideration in granting this request.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:WR:fr ia

bc FHWA
C. T. Keasey
E. L. Hardt
Roy Heinz
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8456

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 17, 1978

Warren Richards

FROM: O. B. Jackmond
for Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.E. Powell Blvd.-S.E. Foster Rd.
Multnomah County
Contract No. 8456

Roy E. Ladd, Inc., contractor on the subject project, requests a 76-day extension of time in which to complete the contract work. The contractor bases his request on delays due to failure of the prestressing assembly for the Steel Street Pedestrian Structure. The project is presently 98 percent complete with completion estimated at late November or early December.

The prestressing failure took place on January 26, 1978 and the prestressing operation was completed on July 7, 1978. Of the 162 calendar days involved, 34 days were during the "no-charge" winter period. While other work could proceed while the prestressing operation was in progress, delay in its completion did affect project completion.

Due to the failure, which has been determined to be beyond the contractor's control, removal of the temporary structure was delayed. This, in turn, delayed the grading, drainage, fencing and other miscellaneous work items in the area.

It is recommended that the contractor be granted a 76-day time extension which will extend the allowed contract time to March 1, 1979 without assessment of liquidated damages. The contractor is on a cash retainage and it is anticipated that he will complete his work well before that date. Completion of the project should not affect the award of future contracts.

FHWA approval will not be required. A rough draft letter to the contractor is attached.

OBJ:WR:fr

Att.

cc: Ed Hardt
Roy Heinz

RECEIVED
STATE HWY ENGR
[illegible] 78
FOR
Info [illegible] Sign Act File

Form 81-734-3330

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date August 17, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 475 days to 551 days, within which to complete our Contract No. 8456, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay Period - February 1, 1978 to May 15, 1978
Reason - Prestressing failure at steel street bridge

Respectfully submitted,

ROY E. LADD, INC.
Contractor

By Merrill Bird

CONSENT OF SURETY

Date August 17, 1978

We, THE TRAVELERS INDEMNITY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

JAMES A. VICK, Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8456 Contractor Ladd Construction

Highway East Portland Freeway

Section SE Powell Blvd.-SE Foster Rd.

Kind of Work Grading, Paving, & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Delays due to additional work caused by prestressing failure.

Recommended for Approval:

Region Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8456

Project designation I-205-7(36)307
State-Federal

Date awarded December 22, 1976

Work started January 20, 1977

Per cent completed 99% 10-5-78
Date

No. of Workdays Allowed 475 CWD

No. of Workdays Used 496 - 10-5-78

No. of Added Workdays Requested 76

SP*19663-734

The Travelers Indemnity Company

Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

——— James A. Vick of San Francisco, California ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

> Article IV, Section 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> Article IV, Section 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> Voted: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

——— This power of attorney revokes that dated June 19, 1972 on behalf of James A. Vick ———

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 2nd day of May 1973.

THE TRAVELERS INDEMNITY COMPANY

By

Secretary, Surety

State of Connecticut, County of Hartford—ss:

On this 2nd day of May in the year 1973 before me personally came E. A. Houser III to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

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ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

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Ruth H. Somerville

Notary Public

My commission expires April 1, 1974

S-1869 PRINTED IN U.S.A. 170

(Over)

CERTIFICATION

I, D. J. Nash, Assistant Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY certify that the foregoing power of attorney, the above quoted Sections 13. and 15. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 17th day of August 19 78.

Assistant Secretary, Surety

8456

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, OR 97266
Aug. 29, 1978

SUBJECT: S.E. Powell Blvd - S.E. Foster Rd
East Portland Freeway
Contract: 8456
Accident at 96th & Holgate

To: JUSTICE DEPARTMENT
211 Transportation Building
Salem, OR

Attention: Jack L. Sollis

Enclosed find copies of letters and pertinent data pertaining to accident involving Mrs. Graff at Holgate on April 21, 1978.

Also included are three photographs showing traffic control at that time. Pictures 1 and 2 taken from direction Mrs. Graff's vehicle supposedly traveled. Picture No. 3 shows area where car went off bridge into work area left of road.

Wendell L. Stanley
Wendell L. Stanley,
Ass't Resident Engineer

for Roy T. Heinz,
Resident Engineer

cc: H. S. Coulter ✓
Construction

RECEIVED
STATE HWY ENGR
AUG 30 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

SP*52475-754

OREGON STATE
HIGHWAY DIVISION

June 12,1978
Portland, Oregon

Mr. & Mrs. David Graff
3440 NE Division St.
Gresham, Oregon 97030

Receipt of your letter concerning accident at SE 96th and Holgate is hereby acknowledged.

Any claim for negligence would have to be defended by the contractor performing the work on this project. Please address all correspondence to Roy E. Ladd, Inc., P.O. Box 06218, Portland, Oregon 97206, attn: Mark Gerber, project engineer.

Sorry for your inconvenience. If we can be of any assistence please call.

Roy T. Heinz
Roy T. Heinz,
Resident Engineer

cc: M.A. Craft, Ass't. Region Eng'r.
Roy E. Ladd, Inc.
File ✓

Portland, OR 97266
June 6,1978

S.E. Powell Blvd - S.E. Foster Rd
East Portland Freeway
Contract: 8456

E. L. Hardt
Region Engineer
Office

ATTENTION: M. A. Craft

Enclosed find copies of letter and pertinent data received this date regarding auto accident at South East corner of Holgate structure. This accident occurred while traffic was being detoured on the northerly half of the structure to permit construction of the southerly half of Holgate Ave. Detour was signed, striped and lighted at both ends. Mrs. Graff, to our knowledge, was the only motorist to misinterpret the designations. She apparently was coming from the west, followed the detour onto the northerly half of the structure then moved away from the yellow line, through the delineators and onto the southerly half of the structure. This took her off an approximate 8-inch drop off onto the base rock.

This material came by registered letter and I have not made any other acknowledgement of receipt.

Roy T. Heinz

Roy T. Heinz,
Resident Engineer

Mr. & Mrs. David Graff
3440 NE Division Street
Gresham, Oregon 97030

Mr. Roy Hines
Resident Engineer
30700 SE 92nd. Avn.
Portland, Oregon 97266

May 25, 1978

RE: Auto accident on the corner of Holgate Blvd. and SE 96th. Avenue, Portland, Oregon.

Dear Sir:

This letter is to inform you of an auto accident which occured April 21, 1978 at 10:00p.m. at above said location.

Accident involved a 1976 Alfa Romeo, Alfetta GT, driven by Mrs. Lucy M. Graff. Accident occured while she was returning home from work at the United Cerebral Palsey ASS., located at 7117 SE Harold Blvd. Portland.

Mrs. Graff was confronted with construction zone area, and the posted signs told traffic to move to the left and proceed. She did this and after driving through area was confronted with road markers which indicated for traffic to travel to the right and continue normal two way traffic flow. Mrs. Graff did this, and was sent into unmarked construction zone which caused car to travel into unfinished road repair, which resulted in costly auto repairs. Mrs. Graff was unable to start car and car was towed home.

The following Saturday The Graffs had car towed down to Ron Tonkins, Gran Turismo, located in Portland on the corner of Morrison and 17th, where repairs of were made as a result of accident.

We are hereby demanding payment for repairs of damages caused by State negligence, as under Oregon's Revised Statute #20.80, within the limits of time here set forth.

An itemized list of damages encured are as follows in enclosed sheet. Receipts of repairs done also enclosed.

Sincerely,

RESIDENT ENGINEER
RECEIVED
JUN 6 1978
Noted ☒ ☒ ☐ ☐
RE

Rack and Pinion Gear-replaced

Flywheel Housing-repaired

Rear U-joint-repaired

Exhaust Hangers-repaired

Front spoilers-replaced

Injection Timing Belt-replaced

Transmission Spigot Bearing-replaced

Towing Charges

Labor charges for repairs done.

Service

Ron Tonkin Gran Turismo

1737 S.W. Morrison Phone 228-0121
PORTLAND, OREGON 97205

14771

NAME DAVE GRAFF. DATE 5/22 19 78

ADDRESS

CUST. ORDER NO.

CASH	CHARGE	RETD. GOODS	RETAIL	WHOLESALE	SALESMAN	CODE
			PAPA		BOB	

QUAN.	PART NO.	DESCRIPTION	LIST	NET	AMOUNT
1	116002300	02.35 RACK-	223 35		201 02
	Paid BP				

DISCLAIMER OF WARRANTIES

Any warranties on the products sold hereby are those made by the manufacturer. The Seller, RON TONKIN GRAN TURISMO, hereby expressly disclaims all warranties, either express or implied, including any implied warranty of merchantability or fitness for a particular purpose and, RON TONKIN GRAN TURISMO neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of said products.

Seller's Liability for any defect with respect to automotive parts sold hereby shall be limited to repair or replacement of such parts, as seller shall elect, but this obligation shall terminate 90 days after the delivery of the parts to buyer. ALL CLAIMS AND RETURNED GOODS MUST BE ACCOMPANIED BY THIS BILL. NO REFUNDS AFTER 30 DAYS. 10% Handling charge on all parts returned for credit or exchange unless returned because of defect or error on our part.

TAX	
TOTAL	201 02

AL-960-CUST. 6-4223

NO REFUND
WITHOUT THIS INVOICE

REC'D BY

I HEREBY CERTIFY THAT THE AMOUNTS INVOICED HEREIN DO NOT EXCEED THE LOWER OF (1) THE CONTRACT PRICE, OR (2) MAXIMUM LEVELS ESTABLISHED IN ACCORDANCE [illegible] AUGUST 1971.

89223T

LOOP HI-WAY TOWING

24 Hour Service
Located East of Gresham on SE Orient Drive
phone 663-3111 or 663-3030

MAILING ADDRESS
Rt 4 Box 1390
GRESHAM OREGON 97030

NO. 5218

ATE 4-24 19 78 Time A M P M

EQ O 5756 WORK ORD NO 7321

HARGE & ELIVERED TO Ron Tonkin GT

DDRESS 1737 SW Morrison 97205

EHICLE IAKE OF ALFA LIC NO DLP281

EAR TYPE

ROM 3440 N.E. Division G.

O 1737 SW. Morrison

WNER'S NAME Dave Graff 667-1440

Towing 15 mi	26.00
Retow	
Sto APR 25 PAID 7321	
Chg.	
Paid Out	
Total	26.00

RECEIVED BY

DRIVER'S SIGNATURE

333

[redacted]

24 Hour Radio Dispatched
Towing Service

774-1113 AUTO – TRUCK AND BUS No. 61339
MODERN TRUCKS - 2-WAY RADIO
8658 S.E. DIVISION • PORTLAND, OREGON 97266

DATE 4-21- 19 78 Time 1134 A.M. P.M. X

REQ. NO. WORK ORD. NO.

CHARGE & DELIVERED TO Lucy Graff

ADDRESS 3440 NE Division

MAKE OF VEHICLE Alfa Romeo LIC. NO. DLP 281

YEAR 76 TYPE 2D

FROM 92 & Holgate

TO 3440 NE Division

OWNER'S NAME

Towing 1850 mi 400	27	50
Retow Pd		
Storage		
Other Chg.		
Paid Out		
Total	27	50

RECEIVED BY X

DRIVER'S SIGNATURE Bob H #60

345

ALL PARTS INSTALLED ARE NEW
UNLESS SPECIFIED OTHERWISE

PART NO. OR DESCRIPTION			SALE AMOUNT	
105600300SHC [illegible]			2	75
111105441800 [illegible]			67	[illegible]
[illegible]			67	93
[illegible]			5	92
11A03 [illegible]			52	75

BILL TO Mr. Dave Graff CITY
ADDRESS
CUSTOMER S NAME
ADDRESS CITY
YEAR 76 TYPE OR MODEL GTV MAKE Alfa LICENSE NO. DLF 281
SPEEDOMETER 25932 SERIAL NO. ENGINE NO.
PHONE RES.
PHONE BUS.
WORK NEEDED
SAFETY ITEMS

DATE 4-24-78
WRITTEN BY DG
TIME PROMISED IN AM PM
OUT AM PM

	LABOR CHARGE
[illegible]	
[illegible]	
CHANGE OIL FILTER CART.	
SERVICE AIR CLEANER	
CHANGE TRANS. OIL	
CHANGE DIFF. OIL	
PACK FRONT WHEEL BRGS	
ADJUST BRAKES	
BALANCE WHEELS	
ALIGN FRONT WHEELS	
X TIRES	
WASH	
POLISH	

I hereby authorize the above repair work to be done along with necessary materials. You and your employees may operate above vehicle for purposes of testing, inspection or delivery at my risk. An express mechanic's lien is acknowledged on above vehicle to secure the amount of repairs thereto. You will not be held responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft, accident or any other cause beyond your control.

CUSTOMER ACKNOWLEDGES RECEIPT OF A COPY HEREOF.

SIGNED

All parts removed will be discarded unless instructed otherwise.

☐ SAVE
☐ DISCARD

TERMS: STRICTLY CASH

Remove Flywheel housing & send out for	
welding. Refit flywheel housing - Front	132
"U" joint damaged - Replaced it.	
Straighten rear rubber mount & exhaust hanger.	10
Replace injection Timing belt.	
Replace Front spoilers - could not replace	
them due to body damage [illegible]	
old ones.	
Flywheel housing welding.	22
Car Towed in.	

PAID

Seller's Liability for any defect with respect to automotive parts and/or labor sold hereby shall be limited to repair or replacement of such parts and/or labor, as seller shall elect, but this obligation shall terminate 90 days after the delivery of the parts to buyer.

USED PARTS CUST. INITIAL

USED PARTS ARE INSTALLED
WITHOUT ANY GUARANTEES
OR WARRANTIES

TOTAL

SUBLET REPAIRS	CUST. INITIAL	
Towing		20 00
TOTAL SUBLET REPAIRS		

GAS. OIL & GREASE	GALS. GAS @	
	QTS. OIL @	
	LBS. GREASE @	
	AUTO TRANS. OIL	

TOTAL GAS, OIL & GREASE

Ron Tonkin Gran Turismo

1737 S.W. MORRISON STREET

PORTLAND, OREGON 97205

PHONE 228-0121

LABOR	[illegible]	50
PARTS 179	[illegible]	
SUPPLIES	2	00
GAS, OIL & GREASE		
TIRES		
SUBLET REPAIRS	20	00
SALES TAX	442	91
TOTAL AMOUNT	[illegible]	

THANK YOU

7352

ALL PARTS INSTALLED ARE NEW UNLESS SPECIFIED OTHERWISE

QTY	PART NO. OR DESCRIPTION		SALE AMOUNT	
1	2200.24.892 [illegible]		1	30
1	116081512302 SEE[illegible]		12	50
2	3" MUFFLER CLAMPS		4	[illegible]

BILL TO Crus Grp LL

ADDRESS

CITY

CUSTOMER'S NAME J I H R

ADDRESS

CITY

YEAR	TYPE OR MODEL	MAKE	LICENSE NO.
	GTV	Alfa	8IP281

SPEEDOMETER	SERIAL NO.	ENGINE NO.
25932		

PHONE RES.

PHONE BUS.

WORK NEEDED

PARTS ITEMS

PAID MAY 1 1978

I hereby authorize the above repair work to be done along with necessary materials. You and your employees may operate above vehicle for purposes of testing, inspection or delivery at my risk. An express mechanic's lien is acknowledged on above vehicle to secure the amount of repairs thereto. You will not be held responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft, accident or any other cause beyond your control.

CUSTOMER ACKNOWLEDGES RECEIPT OF A COPY HEREOF

SIGNED

TERMS: STRICTLY CASH

DATE 5-1-78

WRITTEN BY DS

TIME PROMISED

IN AM PM

OUT AM PM

All parts removed will be discarded unless instructed otherwise.

☐ SAVE

☐ DISCARD

		LABOR CHARGE
[illegible]		
[illegible]		
[illegible]		
CHANGE TRANS. OIL		
CHANGE DIFF. OIL		
PACK FRONT WHEEL BRGS		
ADJUST BRAKES		
BALANCE WHEELS		
ALIGN FRONT WHEELS		
[illegible]		
WASH		
POLISH		

Noise in transmission - correct [illegible]

Replace short [illegible] [illegible]

[illegible]

[illegible]

[illegible]

and left [illegible] - [illegible]

[illegible]

Seller's Liability for any defect with respect to automotive parts and/or labor sold hereby shall be limited to repair or replacement of such parts and/or labor, as seller shall elect, but this obligation shall terminate 90 days after the delivery of the parts to buyer.

USED PARTS CUST. INITIAL

USED PARTS ARE INSTALLED WITHOUT ANY GUARANTEES OR WARRANTIES

TOTAL

P.O. NO. SUBLET REPAIRS CUST. INITIAL

TOTAL SUBLET REPAIRS

GAS. OIL & GREASE	
GALS. GAS @	
QTS. OIL @	
LBS. GREASE @	
AUTO TRANS. OIL	

TOTAL GAS, OIL & GREASE

Ron Tonkin Gran Turismo

1737 S.W. MORRISON STREET

PORTLAND, OREGON 97205

PHONE 228-0121

LABOR	[illegible]
PARTS	[illegible]
SUPPLIES	[illegible]
GAS, OIL & GREASE	
TIRES	
SUBLET REPAIRS	
SALES TAX	
TOTAL AMOUNT	[illegible]

THANK YOU

NOTED
H. S. COULTER

In the District Court of the State of Oregon

for the County of Multnomah

DAVID P. GRAFF and LUCY M. GRAFF, husband and wife,

Plaintiffs

vs.

STATE OF OREGON and ROY E. LADD, a foreign corporation,

Defendants

182767

No.

SUMMONS

To Oregon State Highway Division
H. Scott Coulter, State Highway Engineer
State Highway Building
Salem, Oregon 97310

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within [illegible] days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; or if served outside the state of Oregon but within the United States, then within four weeks from the date of the service of this summons upon you; or if served outside the United States, then within six weeks from the date of service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days ~~weeks~~ along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or plaintiff's attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county in the state, insert "20" days; if served outside the State of Oregon but within the United States, insert "four" weeks; if served outside the United States, insert "six" weeks.

/s/ Janice M. Stewart
Attorney for Plaintiffs

STATE OF OREGON, County of Multnomah *) ss.*

I, Janice M. Stewart*, one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland*, Oregon, dated the* 23rd *day of* August*, 19*78

of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant Oregon State Highway Division, H. Scott Coulter, State Highway Engineer, State Highway Building, Salem, Oregon 97310

~~a copy of the within summons only upon the other defendant~~ ,

HARDY, McEWEN, WEISS, NEWMAN & FAUST
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 226-7321

/s/ Janice M. Stewart
of Attorneys for Plaintiffs

8.28.78
Orig. to
Bollis cy Kinsey

8:40 a.m.
8.28.78
Rec'd. for Scott Coulter
D. Albright

PAGE 1—SUMMONS.

FORM No. 219.0—SUMMONS—For Service Inside or Outside State.
TC STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

STATE OF OREGON, County of ....)ss.

PROOF OF SERVICE WITHIN STATE ON INDIVIDUAL DEFENDANT(S) (A)

I, ...

of .... *County, Oregon hereby certify that the foregoing summons was delivered to me for service on the* .... *day of* ...., *19*..........; *that I served said summons within said county and state on the* .... *day of* ...., *19*.........., *on the within named defendant* .... *by delivering a copy thereof to the said defendant, and if more than one then to each of them, personally and in person; that I served the complaint in said cause, to which reference is made in said summons, on the following defendant* .... *at the same time and place on said day, by then and there personally delivering to and leaving with the defendants last named, and each of them, personally and in person, a copy of the complaint; that each copy of said summons and of said complaint so served was prepared and certified to be a true copy of the original thereof by one of the above named attorneys for the plaintiff in the said cause.*

That the defendant .... *named in said summons cannot be found in the county last above mentioned.*

....

....

By .... *Title.*

.... *Deputy.*

STATE OF OREGON, County of ....)ss.

PROOF OF SERVICE WITHIN STATE ON CORPORATE DEFENDANT (B)

I, ...

of .... *County, Oregon hereby certify that the foregoing summons was delivered to me for service on the* .... *day of* ...., *19*..........; *that on* ...., *19* ......, *in* .... *County, Oregon, I served the corporate defendant* .... *with said summons and with the complaint to which reference is made in said summons by delivering a copy of said summons and a copy of said complaint, to* .... *who is the* .... *of said corporate defendant; each said copy so served was prepared and certified to be a true copy of the original thereof by one of the above named attorneys in said cause.*

That the defendant .... *named in said summons cannot be found in the county last above mentioned.*

....

By .... *Title.*

.... *Deputy.*

STATE OF ...., **County of** ....)ss.

PROOF OF SERVICE OUTSIDE STATE ON INDIVIDUAL DEFENDANT(S) (C)

I, ..., *being first duly sworn, depose and say: That I am and at all times hereinafter mentioned was a competent person over the age of 18 years and not a party to or an attorney in the above entitled cause; that I received the foregoing summons for service on the* .... *day of* ...., *19* ......; *that I served said summons on the said defendant*..., ... *on the* .... *day of* ...., *19* ......, *within the County of* ...., *State of* ...., *by then and there personally delivering to and leaving with the said defendant, and, if more than one, with each of them, personally and in person, a copy of said summons together with a copy of the complaint therein referred to; each such copy so served was prepared and certified to be a true copy of the original thereof by one of the attorneys for the plaintiff in said court and cause, and that each person so served is the identical one named as defendant in said cause.*

....

Subscribed and sworn to before me this .... *day of* ...., *19* ......

(Official Seal)

....

Notary Public for ....

My commission expires: ....

....

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

DAVID P. GRAFF and LUCY M. GRAFF, husband and wife,

Plaintiffs,

v.

STATE OF OREGON and ROY E. LADD, INC., a foreign corporation,

Defendants.

No. 182767

COMPLAINT

Plaintiffs allege:

I

At all times material herein, plaintiffs have been and now are the owners of a certain 1976 Alfa Romeo automobile.

II

At all times material herein defendant Roy E. Ladd, Inc., has been and now is a corporation engaged in the construction business, and engaged in road construction pursuant to a contract with the Oregon State Highway Division, an agency of defendant State of Oregon.

III

On April 21, 1978, at approximately 10:00 p.m., plaintiff Lucy M. Graff was operating said automobile in an easterly direction on Northeast Holgate Boulevard near the intersection of said Boulevard with Southeast 96th Avenue. At said time and place the vehicle struck a ditch located in the roadway and sustained damage as hereinafter

. . . .

. . . .

alleged.

IV

The collision of said vehicle with said ditch was a proximate result of the negligence of defendant Roy E. Ladd, Inc., in one or more of the following particulars:

(a) In creating or constructing said ditch;

(b) In neglecting or failing to provide or maintain an adequate sign, signal, barrier or other cautionary device to warn the public of the existence of said ditch;

and the negligence of the defendant State of Oregon in one or more of the following particulars:

(a) In failing to require defendant Roy E. Ladd, Inc. to provide and maintain an adequate sign, signal, barrier or other cautionary device to warn the public of the existence of said ditch;

(b) In failing to properly supervise and control Roy E. Ladd, Inc. to ensure that Roy E. Ladd, Inc. provided and maintained adequate signs, signals, barriers or other cautionary devices to warn the public of the existence of said ditch.

V

As a direct and proximate result of the negligence of the defendants, the fair market value of plaintiffs' automobile was reduced by $2,082.16. In addition, plaintiffs necessarily sustained towing charges in the sum of $53.50, and were deprived of the use of said automobile for a period of seven (7) days, to plaintiffs' damage

. . . .

. . . .

in the sum of $210.00.

VI

On May 25, 1978 plaintiff David P. Graff mailed defendant State of Oregon by certified mail written notice of plaintiffs' claim, stating the time and place of the injury and loss incurred, the circumstances thereof, and the compensation demanded. Defendant State of Oregon has failed and refused to pay said claim or any part thereof.

VII

Plaintiff David P. Graff has made demand on defendant Roy E. Ladd, Inc. to pay said claim but defendant Roy E. Ladd, Inc. has failed and refused to pay any part thereof.

WHEREFORE, plaintiffs David P. Graff and Lucy M. Graff demand judgment against the State of Oregon and Roy E. Ladd, Inc., jointly and severally, the sum of $2,345.66 and their costs and disbursements incurred herein.

HARDY, McEWEN, NEWMAN, FAUST & HANNA

By Janice M. Stewart
Janice M. Stewart
Of Attorneys for Plaintiffs

STATE OF OREGON, County of Multnomah)ss.

I, David P. Graff *being first duly sworn, depose and say that I am* one of the plaintiffs

in the above entitled cause; and that the foregoing Complaint *is true as I verily believe.*

David P. Graff

Subscribed and sworn to before me this 22nd *day of* August *A.D. 19*78

[NOTARIAL SEAL]

Janice M. Stewart
Notary Public for Oregon.
My commission expires 4/25/81

A TRUE COPY

Janice [illegible]

of Attorneys for Plaintiffs

STATE OF OREGON, County of Multnomah)ss.

Due service of the within .... *is hereby accepted in Multnomah County, Oregon, this* .... *day of* .... *19* ....., *by receiving a copy thereof, duly certified as such by* .... *of attorneys for* ....

....

Of Attorneys for ....

STATE OF OREGON, County of Multnomah)ss.

I hereby certify that on the .... *day of* .... *19* ....., *I served the within* .... *upon* .... *by depositing in the United States Postoffice at Portland, Oregon, a full, true and correct copy thereof, with postage prepaid thereon, addressed to* ....

....

HARDY, McEWEN, WEISS, NEWMAN & FAUST
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204
Telephone 226 7321

....

Of Attorneys for ....

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE: CON 4-6
CON 5 #8456

July 31, 1978

O. B. Jackmond

FROM: O. B. Jackmond, Secretary
Contract Claims Review Board

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Contract Claims Review Board Recommendation
Pile Driving Claim
S.E. Powell-S.E. Foster Section
Contract No. 8456

The contractor on the above project, Roy E. Ladd, Inc., has filed a claim in the amount of $44,432.04 for added costs incurred in driving steel piling for structure footings. The contractor bases his claim on Section 109.04 of the Standard Specifications - Compensation for Alteration of Plans or Character of Work. This alteration of the character of the work is alleged to result from a substantial overrun in the length of piling driven as compared with the "Engineer's Estimated Length". The contractor's dollar amount claimed is his expression of the additional cost of labor and equipment required to do the extra splicing, moving on and off the piling, plus the delaying impact on all of the pile driving operations. A delay of six weeks in time is claimed by the contractor and this matter will be handled separately when and if a time extension request is submitted on the project.

Pertinent items presented by the contractor to support his claim are as follows:

1. Ordering Piling (Special Provision 503.42).
   Piling for this project were ordered using the "Engineer's Estimated Length". The State had test data available when preparing this listing and the data was assumed to be reliable.

2. Change in Specifications.
   Piling on the first three bents were driven to bearing as specified. These piling overran by more than 100 percent of the engineer's estimated length. Subsequently the pile driving specification was altered and piling on the remaining bents were driven to either the specified length, or bearing, whichever came first. This additional piling added cost to the pile driving operation due to the driving, handling and splicing of piling and to the ripple effect on the pile driving operation. The State should have gone to the revised specification in the first place.

3. The Contract Special Provisions deleted the fourth paragraph of Section 503.91 which states, "Payment for item (d) above when made at the contract unit price per linear foot for the item shall be understood to include payment for splicing piles, and for furnishing and attaching pile tip reinforcement, anchor brackets, lugs, cap plates and attachments called for on the plans." The contract special provisions also added a pay item (m) Handling and Preparation of Piling. Section 503.93 of the special provisions states, "Handling and preparation of piling - Payment for item (m) above, when made at

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STATE HWY ENGR
AUG - 1 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

> the contract unit price per each shall be understood to be full payment for handling the piling prior to and after driving, including but not limited to placing in the leads, placing the hammer on the pile, cutting and disposing of pile cutoffs, tip reinforcing, and other items required in handling and preparing piling." On the basis of these specifications the splicing of steel piling was included in the bidding under the item "Handling and Preparation of Piling".

The Resident Engineer for the State Highway Division presented the following data to refute the contractor's claim:

1. No order list for steel piling was provided and Standard Specification 503.42 (b) states: "Steel Piles and Shells for cast-in-place piles - The contractor will not be furnished an order list for steel piles, or steel shells. The contractor shall be responsible for determining pile lengths required and for ordering and furnishing piling of sufficient length to obtain the penetration and bearing value specified, and to extend into the cap or footing as indicated on the plans. For the purpose of determining the lengths of piles required, the contractor, at his expense, may drive test piles, make borings, or make such other investigation as he considers necessary."

   "The Engineer's Estimated Length shown on the plans or in the special provisions shall be used only for comparison of bids and for determining minimum pay lengths for driving as hereinafter specified. In no way shall the Engineer's Estimated Length be considered to represent the final individual or total pile length required."

2. Change in Specifications.

   A change in the pile driving specifications was made based on a static load test study. This resulted in a decision to drive piling either to bearing or to specified length, whichever came first.

3. Splices to steel piling are not measured separately but are included in the "Furnished Piling" item. Standard Specification 503.84 (b) states: "No measurement will be made for splices to steel piles or steel shells, regardless of location or purpose, as it shall be understood that all splices will be included in measurement for furnishing piling as defined by subsection 503.82 (b)." This specification was not altered by the special provisions and therefore the measurement, and consequently the payment, for splicing steel piling is included in the item "Furnish Piling."

4. The Pile Driving Equipment furnished on this project by the contractor was not capable of handling or driving the length of piles actually ordered by the contractor. The pile driving equipment could handle approximately 40 foot lengths of steel piling. An analysis of the pile driving actually done on the project with the equipment actually provided indicates the following:

Total splices for the project	232
Contractor's anticipated splices for engineer's estimated length	74
Splices required to obtain engineer's estimated length	189
Total additional splices	43

This analysis indicates that most all splices on the project, except for the 43 additional splices, were occasioned by the fact that the contractor furnished pile driving equipment incapable of driving piling lengths as ordered. A copy of this analysis is attached.

The Board findings are as follows:

1. Payment for splicing steel piles is included in the contract specifications under the "Furnishing" item.

2. The contract provisions adequately advise the contractor not to use the engineer's estimated length as an order list and that no order list will be provided.

3. The contract pay items provide adequate compensation to the contractor for all work performed associated with the driving of steel piling.

4. Most of the splices performed on the project were due to the equipment furnished by the contractor and therefore should be deemed to have been made for the contractor's convenience.

The Board therefore recommends that this claim be denied as being without basis. With your approval, I will so advise the contractor.

OBJ:fr
Att.
cc: R. L. Schroeder
Jack Sollis
L. W. Rulien
Dave Moehring
Vern Skoog
E. L. Hardt)
Clair Kuiper)
Arvey Nelson)

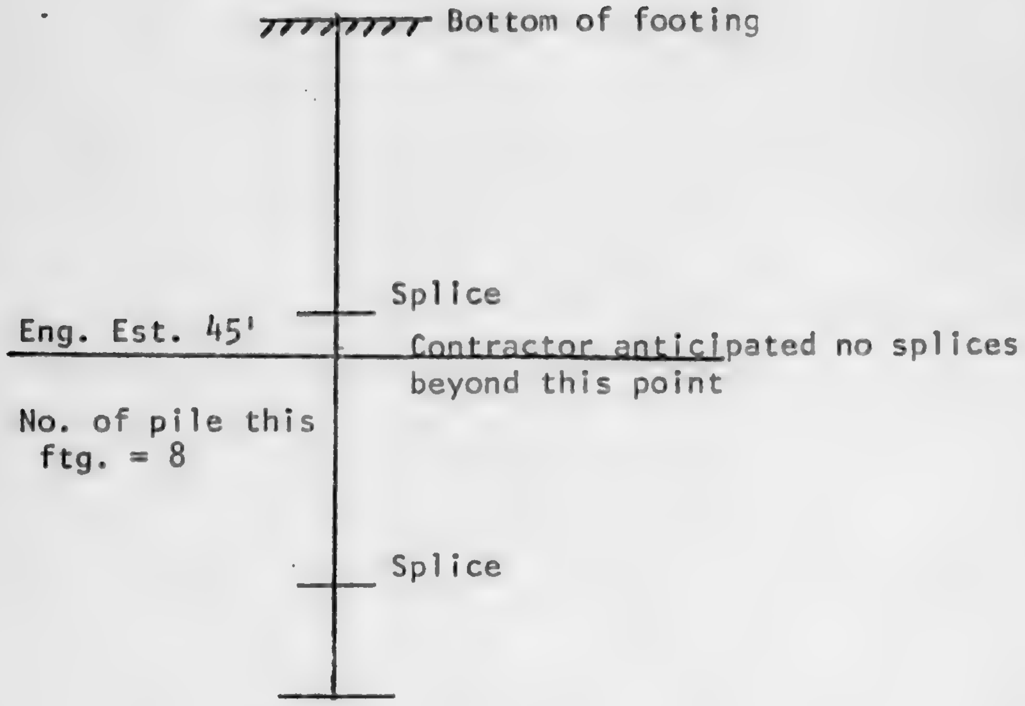
The Board wishes to express its appreciation for the clear presentation made by Mr. Kuiper.

APPROVED
per STATE HIGHWAY ENGINEER
DATE: 8-4-78

8-4-78
cy Jackmond
TAA

STEEL STREET PILING

Steele Street bent 1

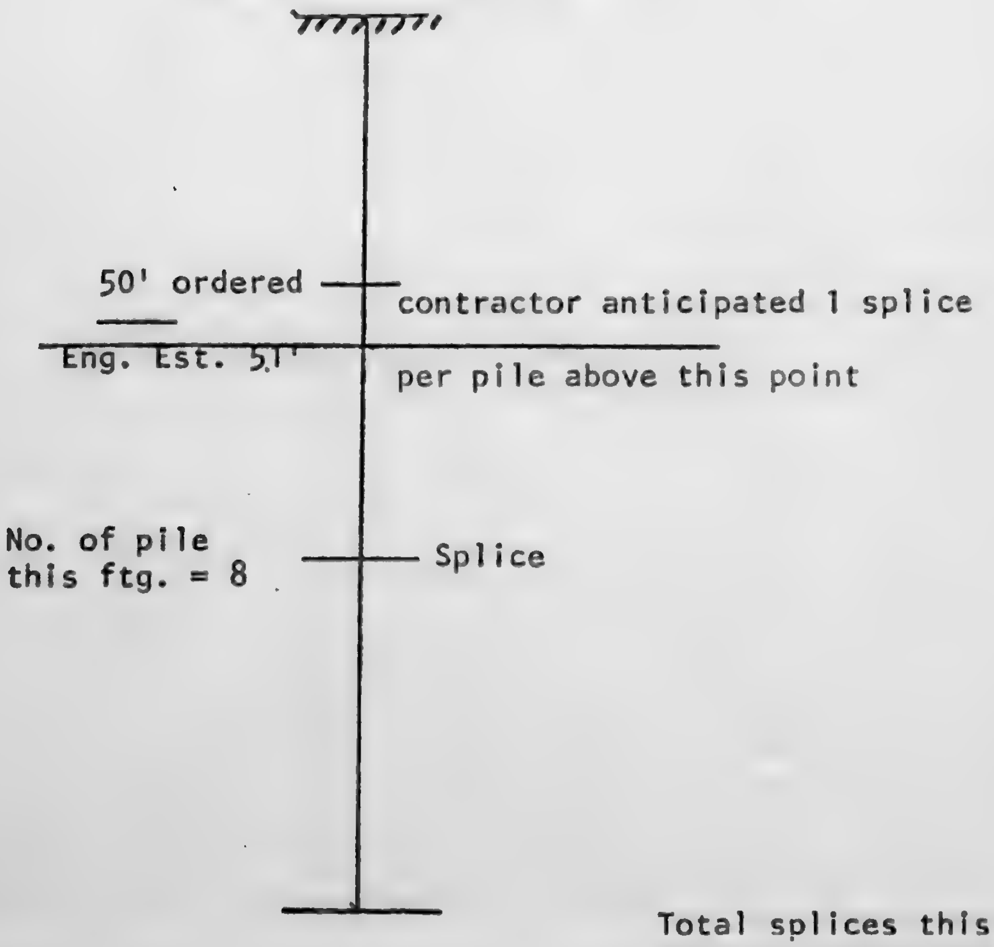

Bottom of footing
Splice
Eng. Est. 45'
Contractor anticipated no splices beyond this point
No. of pile this ftg. = 8
Splice

Splices made above = 7
Splices made below = 9
Total splices this footing = 16

Total Engr. Est. = 360'
Total driven = 875'

143% overrun

Steele Street bent 3


50' ordered
contractor anticipated 1 splice
Eng. Est. 51'
per pile above this point
No. of pile this ftg. = 8
Splice

Splices made above = 8
Splices made below = 6
total this ftg. = 14

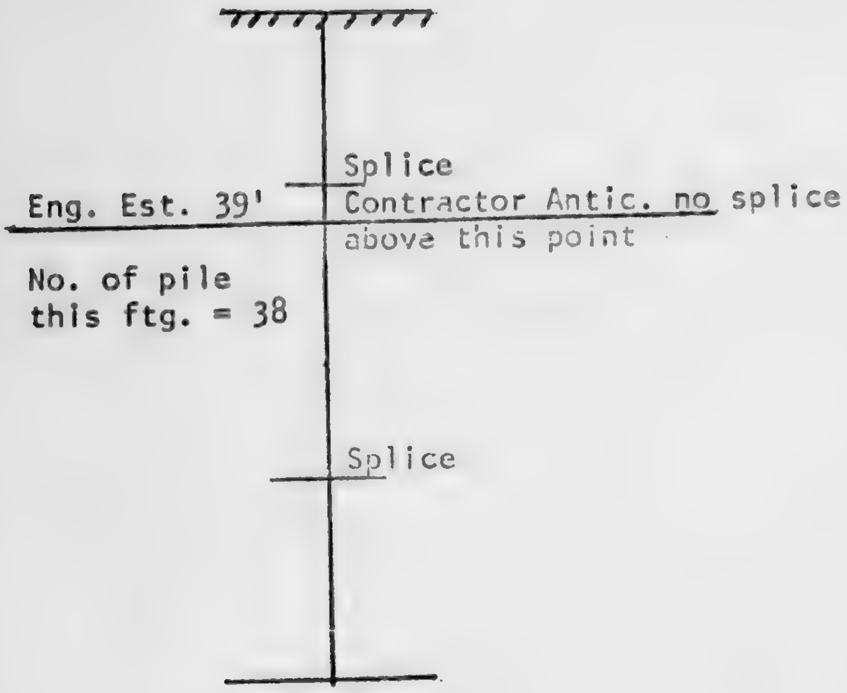
Total Eng. Est. = 408'
Total driven = 808'

98% overrun

Total splices this structure = 30
Splices contractor antic. for Eng. Est. = 8
Splices required for Eng. Est. = 15
Additional Splices below Eng. Est. = 15

HAROLD STREET PILING

Harold St. Bent 1 left & right

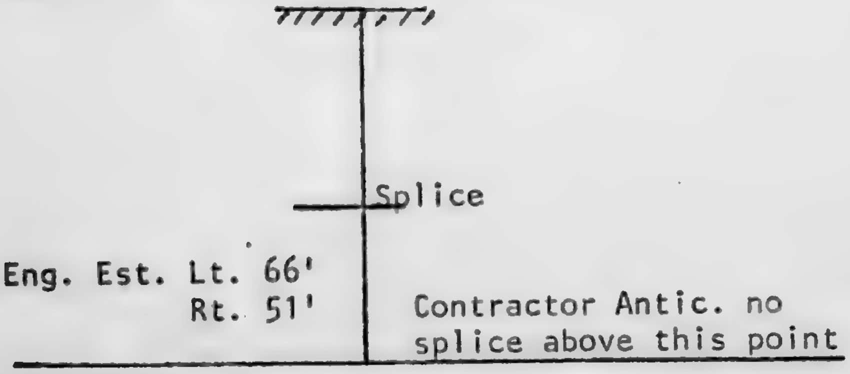

Splice
Eng. Est. 39'
Contractor Antic. no splice above this point
No. of pile this ftg. = 38
Splice

Splice made above = 36
Splice made below = 28
total splices this ftg. = 64

Total Eng. Est. = 1482'
Total Driven 3177.7'

114% overrun

Harold St. Bent 2 Left & right


Splice
Eng. Est. Lt. 66'
Rt. 51'
Contractor Antic. no splice above this point

No. of pile this ftg. 44

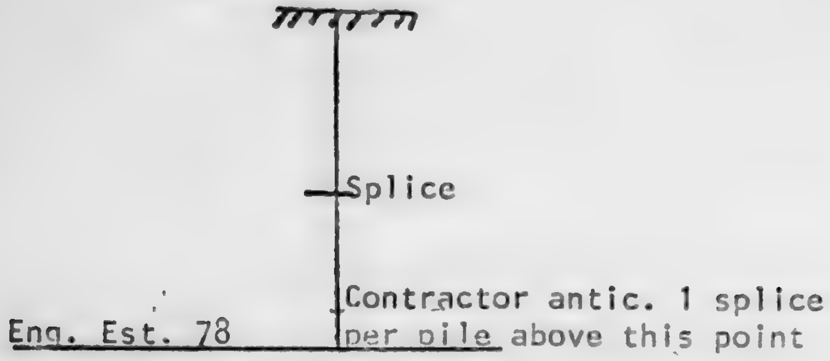
Splices made above	42
Splices made below	0
Total Splices this ftg.	42
Total Eng. Est.	2589'
Total Driven	2727.8'

5% overrun

Total splices this structure	106
Anticipated for Eng. Est.	0
Required for Eng. Est.	78
Additional Splices	28

FOSTER-WOODSTOCK NB PILE

F-W Bent 1 NB


Splice
Contractor antic. 1 splice per pile above this point
Eng. Est. 78

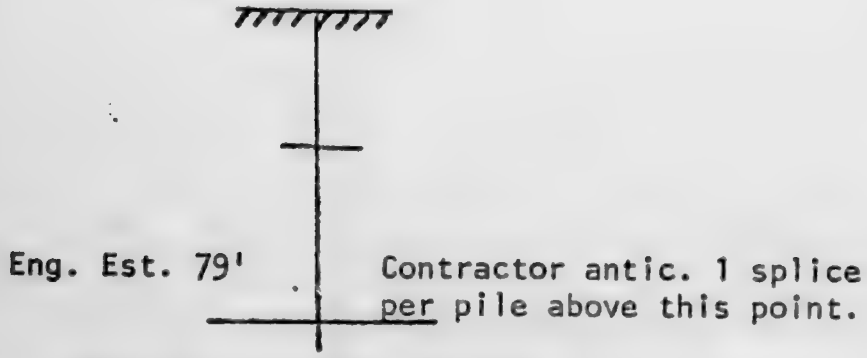
No. of pile this ftg. 22

Splices made above	21
Splice made below	0
Total Splices this ftg.	21

Total Eng. Est.	1716'
Total Driven	1650'

4% underrun

F-W Bent 4 NB


Eng. Est. 79'
Contractor antic. 1 splice per pile above this point.

No. of pile this ftg. 22

Splices made above	21
Splices made below	0
Total Splices this footing.	21

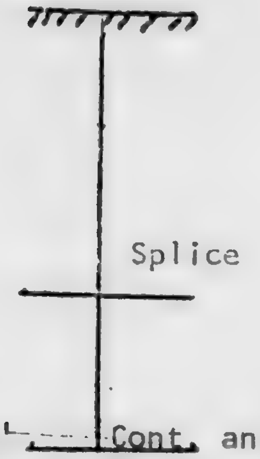
Total Eng. Est.	1738'
Total Driven	1480'

17% underrun

Total Splices this structure	42
Anticipated for Eng. Est.	44
Required for Eng. Est.	42
Additional Splices	0

FOSTER-WOODSTOCK SB PILE

F-W bent 1 Sb


Splice
Eng. Est. 59'
Cont. antic. no splice above this point

No. of pile this ftg. 22

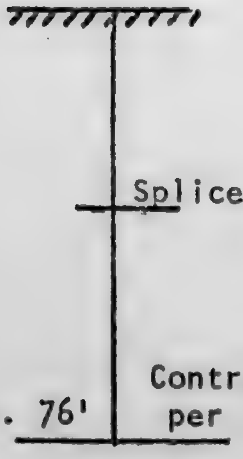
Total Splices made above	32
Total Splices made below	0
Total Splices this ftg.	32

Total No. splices required had contractor used 59' pile	0

Total Eng. Est.	1298'
Total Driven	1323.5'

2% overrun

F-W Bent 4 SB


Splice
Eng. Est. 76'
Contractor antic. 1 splice per pile above this point

No. of pile this ftg. 22

Splices made above	22
Splices made below	0
total splices this ftg	22

Total Eng. Est.	1672'
Total Driven	1514.4'

10% underrun

Total splices this tructure	54
Antic. for Eng. Est.	22
Required for Eng. Est.	54
Additional splices	0

SUMMARY

Total Splices for project	232
Contractors Antic. splice for Eng. Est.	74
Required to get Eng. Est	189
Total additional splices	43

Total Engineer's Estimate	11,263 feet
Total Driven Length	13,555 feet

20% overrun

1456

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 18, 1978

in reply refer to: HBR-OR/380.2

RECEIVED
TECHNICAL SERVICES
APR 19 '78
REFER TO
4-20-78 Hart
X

SUBJECT: Oregon Project I-205-7(36)307
Steele St. Pedestrian Undercrossing
Prestress Failure

FROM: G. L. Green, Division Administrator

TO: Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon
Attn: Mr. Walt Hart

We have reviewed Mr. Hart's April 5 submittal on the revised plans, design analysis, material testing and support data for approving the PTS stressing system on the above structure. We agree that the failure was a design error and that the expense incurred in correcting the fractured structure should be borne by the State and is eligible for Federal-aid. The problems that precipitated the failure, however, point out weaknesses in your design and construction program and we feel that there are four significant items that should be incorporated into your procedure on future prestressed post-tensioned projects. They are:

1. Specify anchorages to have containment reinforcing involving spiral cages and other transverse and longitudinal reinforcement where applicable.

2. Require certification that accepted system is identical with system installed. Such systems should be current through updated testing. No torch burning should be allowed in the critical steel end bearing anchorage areas without proper grinding. Welding should not be allowed.

3. No jacking should take place until field cured cylinders adjacent to structure have indicated adequate concrete strengths.

4. Sufficient concrete placement clearances at anchorages should be carefully designed or specified to allow adequate placement of the concrete.

Please include these items in your design and construction on future post-tensioned projects.

for G. L. Green

8456

8

734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

April 6, 1978

FROM: George Hopkins
Field Engineer (Structures)

SUBJECT: Steel St. Ped. U'Xing.
Contract No. 8456

TO: E. L. Hardt
Regional Engineer
PORTLAND

Attn: Marion Craft

NOTED
H. S. COULTER

The investigation and review of the Steele Street Pedestrian U'Xing. Post tensioning failure has been completed. A comprehensive report is being prepared by the Bridge Design Section and will be distributed soon.

It has been concluded that the principal causes of failure are not attributable to the contractor's procedures, operations, or his failure to comply with the contract plans and specifications. Consequently we do not expect the contractor to share in the cost of any corrective action necessary to reconstruct and correct that portion of the structure which failed.

Proceed with the removal work on force account basis and attempt to negotiate a price agreement for the reconstruction work, using unit prices, as provided by the contract, where appropriate. Where unit prices are not appropriate, prepare the cost as exceptions to the unit prices with adequate supporting data to show how the costs were derived.

GH:mk

cc: H. S. Coulter ✓
Walt Hart
Herb Schell, FHWA
Arvey Nelson

APR 7 '78

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8456

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 5 '78
REFER TO
FOR

April 5, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Steele St. Pedestrian Undercrossing
S.E. Powell-S.E. Foster Road Section
East Portland Freeway
Contract 8456

The primary cause of the January 25, 1978 failure of the end block at the southeast corner of the Steele St. Pedestrian Undercrossing has been traced to an error in design. The design did not properly account for the transverse dimensional splitting stresses that existed in the end block. The containment reinforcement called for on the contract plans was inadequate to resist these splitting stresses. The lack of containment reinforcement was a condition inherent in the design and not peculiar to the type of prestressing system used. These high splitting stresses exist in the end block at all four corners of the structure. We, therefore, believe that the end block area at Bent 1, as well as the damaged Bent 3 area, must be removed and rebuilt. These revisions are reflected in the revised drawings which are included in the attached report. We request your concurrence in these findings and your participation in the cost of repairs.

There were several potential secondary contributing causes to the failure. The contract plans left room for a question as to the longitudinal dimension of the end block. The intent of the plans was misinterpreted resulting in an end block somewhat shorter than designed. The in-place concrete, as represented by cores taken from the structure, indicate strengths of approximately 4800 psi. The specified 28-day design strength was 5500 psi.

The significance of the bearing plates of the end block hardware in the failure is difficult to determine. The plates met the post-tensioning subcontractor's requirements for chemical and physical properties. The plates did exhibit altered characteristics on the surface of the flame-cut center hole. The plates also lacked toughness as indicated by Charpy values of 4 to 5 ft./lbs. at 40°F. The post-tensioning subcontractor believes that the end block hardware is totally adequate and cites the fact that this system has been used several hundred times without problem. That in-place proof of performance is difficult to dispute, particularly in the case of Steele St. where there are acknowledged deficiencies in design.

I am enclosing a report of the detailed investigation into the failure of the Steele St. Pedestrian structures. This report includes all the investigative data except that pertaining to the bearing plate failure analysis by MEI-Charlton. That report will be available in approximately two weeks. The findings of that phase of the investigation will not alter the fact that the primary cause of failure was a design deficiency.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Structural Design Engineer

Enclosure

cc H. S. Coulter
E. S. Hunter
C. T. Keasey
E. L. Hardt
Arvey Nelson
John Jenkins

8

ROBERT W. STRAUB

Oregon State Highway Division
MATERIALS SECTION
SALEM, OREGON 97310

April 4, 1978

Harry C. Czyzewski
MEI-Charlton, Inc.
2233 S. W. Canyon Rd.
Portland, OR 97201

Dear Harry:

On March 30, a tentative decision was made not to proceed with Phase B of the Steele Street contract. This decision was confirmed with Herbert A. Schell of FHWA on April 3.

It was concluded that there were enough problems with the design of the structure, supplemented by some questionable construction modifications, to make the question of defects in the bearing plates academic. The structure would have been, at best, operating out at the limit of the factor of safety had there been no question of toughness, hard spots, or other problems with the bearing plates.

Thank you for your efforts in connection with this project. Please finalize Phase A and report as required by the contract. Please submit your bill to me.

Sincerely,

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:gs

cc: E. S. Hunter
Walter J. Hart
Ed Hardt
Carroll Keasey
Herb Schell

RECEIVED
TECHNICAL SERVICES
APR 5 '78
REFER TO
FOR

Info	[illegible]	R/D	[illegible]	Sign	[illegible]	File

Form 81-734-3122

8456

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 31, 1978

NOTED
H. S. COULTER

FILE: S.C. 8456

FROM: John C. Jenkins
Engineer of Materials & Research

TO: Memo to the File

SUBJECT: Metallurgical Examination,
Steele St. Prestress Failure,
S.E. Powell-S.E. Foster Section,
I205, S.C. 8456

I received a phone call Wednesday morning March 29 about 11 o'clock from Mr. Harry Czyzewski of MEI-Charlton, Inc. who has a contract to investigate the cause of failure of the Steele Street prestress structure. The contract called for a verbal report of Phase A at the end of approximately three weeks, at which time a decision would be made whether to proceed with Phase B. Phase A is a metallurgical study, principally in the laboratory, of the failed bearing plates, and Phase B is a review of the entire design of the structure.

Mr. Czyzewski reported that each of the fractures of the plates was brittle in nature, each originated in the center hole of the bearing plate, which had been burned with an oxygen acetylene torch, and on the tension side of the plate which was in contact with the concrete. The burning caused hard spots or zones where the hardness was Rockwell C55. The hardness was caused by the resulting high carbon chemistry of the burned areas.

The fractures were facilitated by the low fracture toughness of the metal. The plates had low Charpy toughness values in both the longitudinal and transverse directions. The grain structure of the steel was coarse, further evidence of the low resistance to fracture.

Fracture is, of course, a consequence of bending. Some plastic deformation is required to start a crack (see measurements of deformation of bearing plates on the Foster-Woodstock structure). More data regarding the deflection of the plates and the indentation of the cast anchorage blocks into the plate surface may be obtained from portions of the plate which the contractor picked up. Every effort should be made to obtain the plates soon.

Harry Czyzewski wants to discuss with Dick Parker, and any others involved, the location of each of the failed plates in the end of the structure and the stressing sequence. He also wants any other pictures taken of the structure before and after failure.

All of the studies under Phase A do not and will not answer the question, "Which failed first, the concrete or steel bearing plates?" That is the subject of Phase B, and a decision whether to proceed should be made at this time.

cc: H. S. Coulter
E. S. Hunter
W. J. Hart
C. T. Keasey
E. L. Hardt
A. Nelson

RECEIVED
STATE HWY ENGR
APR 3 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

8456
Form 81-734-3208

8

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S.E. Powell Blvd. & S.E. Foster Rd. Section
Date March 27, 1978
Highway E. Portland Freeway, I-205
Contract No. 8456
County Multnomah
Prefix 626-1074
Contractor Roy E. Ladd, Inc.
F. A. Project No. I-205-7(36)207
Address P.O. Box 756, Redding, California, 96001
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Perform structure removal work at both end bent sections of the Steele Street pedestrian structure. The end sections of this bridge to be removed are detailed by Revised drawing No. 33298.

RECEIVED
STATE HWY ENG
MAY 10 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED EFFECTIVE DATE 4-7-78
Contingent upon modification of project agreement if additional funds are required
BY G. K. GOSSNER G. K. Gossner
TITLE Field Operations Engineer
DATE 5-2-78
FEDERAL HIGHWAY ADMINISTRATION

NOTED
H. C. COULTER

Location by station numbers:

"L" 475+88.02

"Ped" 9+92.41 through 12+60.46

Estimate of quantities and cost:

Labor	$15,000.00
Equipment	7,000.00
Total	$22,000.00 Estimated Cost

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") During the post tensioni of the Steele Street Pedestrian Undercrossing, an extensive structural failure occurred severely damaging the stressing anchorage area at the southeast corner of Bent No. 3. Excessiv stress cracks were also evident at the other three end post tensioning anchorage locations. Th removal work required to rebuild the bridge ends is being performed as extra work as an investigation determining the cause of the failure is not yet complete. Performance of the removal

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$7,210,510.31	
Present estimate of project costs, including $22,000.00 for work under this order	$6,965,681.05	
Expected under-run ~~over-run~~ amount	$244,829.26	
Expected under-run ~~over-run~~ per cent	3.4%	

Space to right of this line is for use of Salem Office

Submitted by Arvey D. Nelson, Resident ~~Engineer~~

Approval Recommended: Marion Croft, Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved O. B. Jackson For Construction Engineer

4-7-78

BP*TM04-734

Explanation (Cont'd.):

work at this time will not compromise either the Contractor's or the State's right to recover the cost of the repairs at such time as the cause of the failure is determined.

RECEIVED
APR 3 1978
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

RECEIVED
APR 10 1978
CONTRACT PAYMENTS

8456

8

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

STATE HWY ENGR
MAR 23 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: March 21, 1978

NOTED
H. S. COULTER

SUBJECT:

S.E.Bush St.-S.E.Foster Rd. Sec.
East Portland Freeway
Contract 8456
Steele St. Ped. Uxing, Br. 13536
Prestressing Anchorage Failure

A. Philip Rabb
FROM: A. P. Rabb

On Monday, March 20, 1978 the following persons met to discuss the above failure.

Arvey Nelson, ODOT
Marion Craft, ODOT
George Hopkins, ODOT
Ed Hardt, ODOT
Al Stormo, ODOT
Wendell Stanley, ODOT
Walt Hart, ODOT
Jerry Backstrand, ODOT
Jim Boskett, ODOT
Phil Rabb, ODOT

Wallace Blom, Roy E. Ladd
Mark Gerber, Roy E. Ladd

Dick Parkin, Post-tensioning Serv.
Bill Vanderhurst, "

Dick Dokken, Engr. Computer Corp.

The purpose of the discussion was to share, on an informal basis, findings to date from each other's investigations of the failure. The following is a summary of the major items discussed.

The compressive strengths of cores tested between one week and one month after stressing range from 4000 to 5000 psi. On the basis of cylinder breaks prior to stressing, it had been expected that the strength would be 5500 to 6000 psi at the time of stressing.

Basic design stresses in the concrete cross-section were reviewed and found to be acceptable. There is concern whether there was sufficient resistance to shortening at the bottom of the abutment wall to significantly raise the end moment above design values. Post-tensioning Systems (PTS) felt that there had been little or no movement at the bottom of bent 3. State measurements during stressing showed that the abutment had moved approximately as anticipated.

The State's analysis of stresses within the end block showed a stress concentration for longitudinal bending stresses, but these values were below the concrete strength. In addition, transverse tensile stresses on a vertical plane through the end block were 520 psi, accompanied by a shearing stress of 430 psi. These values approach the tensile strength of the concrete and are nominal values. The analysis assumed a uniform stress over the bearing plate area. Transverse splitting forces would be increased by:

(1) non-uniform stresses under bearing plates,
(2) horizontal forces imparted by the cable, and
(3) reduced section around duct voids.

PTS felt that there were high lateral forces due to tendon offset which should be included in the analysis. The State felt that these lateral forces are concentrated farther from the end block and would be of secondary importance. Tendon placement will be checked during construction so that curvatures can be determined.

A similar analysis by the State of the bent 1 details shows stresses to be approximately 70 percent of bent 3 stresses. These high splitting forces occur in areas with minimal transverse reinforcing. Therefore, it has been determined that both ends of the structure will be replaced. It is hoped that the work can be done under price agreement when final plans are ready. It was emphasized that the contractor would not be releasing his right to claim other damages by doing the reconstruction work. Responsibility for delays, reconstruction, et cetera, have not yet been determined.

An analysis by the State of stresses in the prestressing system showed maximum bending stresses in the plate of 28 to 30 kips per sq. in. (KSI). Concrete bearing stresses up to 17 KSI resulted from this analysis (values are for 100 percent of tendon capacity). These stresses appear allowable for local stresses on contained concrete.

Material in the plates met the manufacturer's criteria, but has a very low fracture toughness (Charpy values of 4 to 5). Flame cutting for the duct hole would aggravate this situation. It was pointed out that the plates showed considerable yielding prior to failure.

Bearing plates had been trimmed to a smaller size than originally specified and were placed up to 8 degrees from normal to the tendons. This situation had been noticed and approved prior to stressing.

The State feels that better control on plate materials may be appropriate, as well as requiring spirals beneath large-capcity tendons. PTS agrees that spirals would be advisable for thin sections (as in this structure), but could cause other problems, such as rock pockets, in "normal" structures. They feel their plate design is adequate, and an even thinner plate could be used in some instances. The State feels the bearing contact area beneath the wedge plate is marginal.

PTS had found longitudinal cracks in the high shear areas previously described. These cracks occur at both ends of the structure, and they would not be willing to stress the structure as it is. After quickly looking at proposed reconstruction details, they felt the revised structure would be adequate, but they had some suggested revisions of reinforcing details.

The State will make necessary revisions in the reconstruction plans and transmit them to construction as soon as possible. PTS has all necessary material for the proposed reconstruction on hand and can start work with proper notice. The contractor indicated he would need some time to prepare for demolition of parts of the structure.

APR:dh

cc Arvey Nelson
George Hopkins
E. L. Hardt

8-36

March 16, 1978

MEI-Charlton Inc.
2233 S.W. Canyon Road
Portland, OR 97201

MISC. CONTRACTS and
AGREEMENTS No. 6540

Gentlemen

Attached for your records is a fully executed copy of an agreement covering investigation of the failure of one of the anchorage areas of one of the two prestressed girder stems for Steel Street Pedestrian Undercrossing on the S.E. Bush Street-S.E. Foster Road Section of the East Portland Freeway in Multnomah County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Walt Hart
  Attn Bob Ellison
  (Copy of agreement sent to you by Cliff Laux)
John Jenkins "
Don Harwell (agree. att.)

#0-156 3-15-78

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -205-7(36)307

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71001

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED 11-15-76

DATE AUTHORIZATION EFFECTIVE 3-8-78

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

"SE. Powell Boulevard-SE. Foster Road"

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Consultant Agreement Mei-Charlton Inc.
TEC NTE $11,800, F.F. $10,884

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3-10-78 letter this will confirm the advance authorization date of 3-8-78 to proceed with the necessary work covered by Agreement with Mei-Charlton, Inc., Consultant.

A signed copy of the agreement is returned herewith.

NOTED
F. D. KLABOE

Swan
3-14

DATE 3-10-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: March 9, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Steel St. Pedestrian U'xing, Bridge 13536
S.E. Bush St.-S.E. Foster Rd. Section
East Portland Freeway
Multnomah County

On this date, the Chairman approved an agreement with MEI-Charlton, Inc., covering investigation of the failure of one of the anchorage areas of one of the two prestressed girder stems for the subject structure, at a cost not to exceed $11,800.

cc Glenn L. Jackson
R. A. Burco
F. B. Klaboe
E. S. Hunter
Jack L. Sollis
C. W. Head
R. W. Ellison
V. E. Skoog

81-125-1307

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. H. S. Coulter
State Highway Engineer

DATE: March 9, 1978

FROM: R. W. Ellison
Assistant Structural
Design Engineer

SUBJECT:
Steel St. Pedestrian U'xing
S.E. Bush St.-S.E.Foster Rd. Section
East Portland Freeway
Multnomah County
Bridge 13536
Girder Failure Investigation
Consultant Agreement

Attached for signature are three copies of a consulting agreement between the State and MEI-Charlton, Inc., covering investigation of the failure of one of the anchorage areas of one of the two prestressed girder stems for the subject structure. The failure occurred during the prestressing operation and damaged about six feet of one end of one stem. The cause of the failure is unknown.

Laboratory analysis of one of the steel plates which fractured into several pieces at the time of the failure has been done by MEI-Charlton on a direct purchase basis. This analysis did not pinpoint the cause of failure and further investigation is required. MEI-Charlton has been selected as the consultant to determine cause of failure because of their known expertise in this field, their ready availability, their reputation as a witness in case of litigation, and their nearby location. The only other known consultant capable of this work is located in Oakland, California. The extent of his expertise was not known to the Consultant Selection Committee. Because of this and his remoteness to the job the committee selected MEI-Charlton.

Estimated cost is not to exceed $11,800.

We have received tentative verbal approval of this agreement from FHWA.

RWE:smd

Attachment

81-125-1367

9

STATE OF OREGON INTEROFFICE MEMO

TO: Mr. D. H. Moehring
Manager
Office of Project Management

DATE: March 9, 1978

SUBJECT:

Steele St. Pedestrian Uxing
S. E. Bush St.-S.E.Foster Rd. Sec.
East Portland Freeway
Multnomah County
Bridge 13536
Girder Failure Investigation
Consultant Agreement

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Assistant Structural
Design Engineer

Attached are three copies of a signed consultant agreement between the State and MEI-Charlton, Inc., covering investigation of the failure of one anchorage area of one of the prestressed girder stems for the subject structure.

The attached memo to the file by Walter J. Hart, dated February 27, 1978, gives a brief history of the problem and describes the consultant selection process. The agreement itself describes the work to be done in detail and the method of payment. Payment is made at a fixed fee per person working on the project with a limiting total amount. The hourly fees shown are those normally used by the consultant and include direct salaries and overhead assignment. When adjusted for inflation, these rates are comparable to those charged the Bonneville Power Administration for investigation of a power boom failure near Renton, Washington in 1976. The overhead assignment includes profit and rental on all equipment required, such as automobiles, electron microscope, cameras, magnification devices, et cetera. The hours shown for each activity have been reviewed by John Jenkins, ODOT Engineer of Materials and Research, and found to be reasonable.

Because of the need to proceed with this work and determine the cause of failure in the shortest time possible, it is deemed to be in the public interest to obtain the services of the consultant as soon as possible. The construction contractor has been held up because of the need for this investigation. In order to avoid a major claim for further delay and its effects, it is essential that the investigative work proceed immediately.

Please request FHWA approval of this agreement and confirmation of Robert Pillsbury's verbal approval to proceed with the field examination phase of the work on March 8, 1978.

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TECHNICAL SERVICES
MAR 9 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Hol	File

RWE:dh
Attachment

cc E. S. Hunter
V. E. Skoog
John Jenkins

81-123-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: February 27, 1978

SUBJECT:
Steele St. Pedestrian Oxing
I-205
Contract 8456
Girder Anchorage Failure
Consultant Selection

Walter J Hart

FROM: Walter J. Hart
Structural Design Engineer

In February 1978 the end anchorage area for one of the two stems of this prestressed trough-shaped structure failed. Failure occurred when tensioning of the prestressing strands for the structure was almost complete. Stressing of the strands in the girder stem that failed had been completed and stressing of the other girder stem was nearly completed. The failure caused severe damage to approximately six feet of one end of the girder stem. In order to eliminate eccentric loading on the structure, the prestressing in the nonfailing girder stem was released.

The damaged girder stem must be repaired prior to re-stressing of the structure. Until repair and re-stressing are complete, the falsework for the entire structure must remain in place. This makes the falsework unavailable for the contractor's use on previously scheduled work. A long period of such unavailability would require that additional falsework be purchased to avoid sequential delay of completion of other projects for which this falsework has been scheduled. Delays in removal of falsework or purchase of additional falsework and all associated expenditures represent considerable cost to the party occasioning the delay or purchase. The delay is, of course, caused by the failure of the anchorage area of the prestressed girder stem. If the contractor is found to be responsible for the failure because of construction procedure, et cetera, he will be liable for the cost occasioned by the delay of removal of falsework or purchase of additional falsework and the ripple effect of delay.

If the State is responsible for the failure because of design, specifications, et cetera, it will be responsible for the extra costs.

In order to minimize the cost of delay, it was essential that determination of failure cause be commenced as soon as possible. In this instance, as if often the case, time is money and thus time is of the essence. Determination of the cause in the fastest manner possible was considered necessary in order to minimize costs. Because of the mounting costs, determination of the cause of failure was considered to be an emergency situation.

One possible cause of failure was the steel plates which transfer the prestress forces from the strands to the concrete at the girder ends. These plates fractured into several pieces sometime during the failure process. Physical analysis of the plates for compliance with the project specifications was required. The State was not equipped to make such analysis and the services of a commercial lab were required.

81-125-1367

NOTED
R. W. ELLISON

MEI-Charlton, Inc., was engaged for this purpose. The work was to be a direct purchase (Purchase Order) for labor and materials which we assumed would be within the $2,500 limit. It appears the cost will actually be about $2,300. (This is Stage 1.)

The results of these tests were not conclusive as to whether the plates were or were not the cause of the failure. They did indicate that additional tests and analyses will be required to make this determination.

Additional tests can be broken into two stages. These are Stages 2 and 3 (Stage 1 comprises the tests already made). Stage 2 includes work necessary to determine how the break initiated and progressed through the plates. Stage 3 is the final determination of what caused the failure or what triggered the failure. This would include study of the structure prestressing design, the plates, the concrete girders, et cetera. Stages 2 and 3 are a logical progression. If Stage 2 shows the plates are not the cause, Stage 3 will not be necessary. A Consultant Agreement to cover this work is to be written to cover Stages 2 and 3 (shown as Phases A and B in the agreement). Stage 3 will not be performed unless Stage 2 shows it to be necessary.

The estimated cost of Stage 2 is $5,400 and Stage 3 is $6,400.

A Consultant Selection Committee, composed of Walter J. Hart, John Jenkins, and Don Beecroft, considered the only two known qualified consultants in this highly technical field with offices on the West Coast. They are Bob Ray of Bob Ray, Inc., in Oakland, California, and Harry Czyzewski of MEI-Charlton, Inc., in Portland, Oregon. The committee selected Harry Czyzewski of MEI-Charlton, Inc., in Portland, Oregon, to do the work of Stages 2 and 3. The selection was based on the committee's personal knowledge of the consultant's technical expertise, his immediate availability, his reputation as an expert witness in case of litigation and his close proximity to the project site. His close proximity eliminates possible extensive travel, lodging and similar costs and time during the life of the consulting work and during any possible future litigation by the contractor. Time is also saved by elimination of the necessity of shipping the plates to an out-of-state consultant. The possibility of the plates being lost in shipment was also eliminated.

In order to avoid mounting costs caused by continued delay, it was deemed prudent by the selection committee to engage a consultant for Stages 2 and 3 as soon as possible.

RWE:dh

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 9, 1978

FILE: S.C. 8456

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Contract with MEI-Charlton
Steele St. Prestress Failure
Contract 8456

TO: Memo to the File

NOTED
S. HUNTER

In my conversation with Harry Czyzewski of MEI-Charlton, he mentioned that he had performed a failure investigation for Bonneville Power Administration under substantially the same pay arrangements as he was proposing for the Steele Street investigation.

On March 8, I talked to Mr. Dave Jackson (Phone 234-3361, Ext. 4751) in the Bonneville Power Administration Safety Office in Portland about the crane accident at Custer, Washington. Mr. Jackson said the accident with a 90 foot aerial manlift occurred in August, 1976. The accident took the life of one man and paralyzed another. Because of the major impact of the accident and the insurance companies and others drawn into the investigation, BPA asked for a reputable investigator into the cause of the accident and was referred to MEI-C. They were told that MEI-C is well thought of in the insurance industry. They were also advised that their prices were not inexpensive and, because of their thoroughness, they did not work fast. BPA is also aware of Stanford Research in Menlo Park, California, with an international reputation, whose prices are higher than those of MEI-C; Bob Gray in Oakland; and Leonard Thompson in Portland. They selected MEI-C because they are local, well thought of, they have adequate and complete facilities, and their prices are reasonable.

The prices quoted in August 1976 were:

Principal Engineer	$76/hr.
Senior Technicial	42/hr.
Associate Technician	28/hr.
Technical Aide	22/hr.
Scanning Electron Microscopy by Principal Engineer	76/hr.
Per diem	54/man-day
Vehicle milage	.36/mile

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MAR 10 '78
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

These prices are similar to the prices quoted by MEI-C in February '78, cost of living increases being taken into account.

cc: E. S. Hunter
W. J. Hart
E. L. Hardt
J. Sollis
H. A. Schell

1-205-58

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
March 2, 1978

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

TO: ADRIAN OLSON
Preliminary Design Engineer

SUBJECT: POWELL-FOSTER SECTION
Contract No. 8456
Powell Blvd. Detour Structure

Referring to your letter of February 10, 1978, the Resident Engineer, Roy Heinz, tells me that we will be about 30,000 yards short of material for the areas south of Powell Blvd. This does not include any yardage for a future bus line.

The contractor would not be interested in supplying any more material at his bid price. He has all the easy excavation done, and had to do some blasting to get the amount we have. Any additional material will be mostly a drill and shoot operation.

We haven't contacted the contractor yet about a price for additional yardage or about what he would want to have the structure over Powell left in place.

Let us know which way we should be going.

MC/ggw

cc: Heinz

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

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Action

Hal advised Marion to see if they could locate 30,000 yards of easy material to move in - then let contractor remove structure.

Copy to Craft 3/7/78

8456

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
March 1, 1978

FILE:

NOTED
E. S. HUNTER

CC Keasey
3-3-78

FROM: John C. Jenkins
Engineer of Materials & Research

SUBJECT: Contract with MEI-C
Steele St. Prestress Failure
Contract 8456

TO: Memo to the File

On February 28, 1978, I went to Portland to talk to Mr. Harry Czyzewski of MEI-Charlton. That company had been engaged to perform physical and chemical tests on steel bearing plate pieces collected after a post tensioning failure of one girder of the Steele Street pedestrian undercrossing structure on the S.E. Powell Blvd.-S.E. Foster Road Section of the I-205 Freeway. I was attempting to arrange a contract with MEI-C to perform Phases 2 and 3 of a study to identify the cause and responsibility of the failure. Phase 2 would cover microscopic and metallurgical examinations, and Phase 3 would include fracture mechanics and a performance design review.

I went to Portland with a general contract prepared by Bob Ellison from a form of contract used to hire UTEC, Inc. of Detroit, Michigan to perform ultrasonic inspection on the West Linn and Fremont bridges in November, 1977, Westpro Inspection to perform ultrasonic inspection on the Fremont bridge in 1977, and Pittsburgh Testing Laboratory to perform radiographic inspection and steel core removal on the West Linn bridge in November and December of 1977. This basic contract had been supplemented with sections on methods of payment and analysis of cost and fee taken from a form of contract used by the City/County Unit of the Engineering Section for hiring consultants.

Mr. Czyzewski objected to the form of overhead cost support documentation outlined in the City/County contract form and based on the FHWA Federal Aid Highway Program Manual, Volume 6, Chapter 1, Section 2, Subsection 2. It was his contention that the cost records of MEI-C were not kept or developed in that form, and to develop the data in the form presented now would require the services of his accountant and the expenditure of sums equal to or greater than the cost of the inspection work to be performed. The pricing system used by MEI-C is not capricious and was accepted by OSHD and FHWA in lieu of the FHWA standard procedure during inspection of the Fremont bridge crack, said Mr. Czyzewski. He also claimed that the Corps of Engineers accepted the MEI-C pricing procedure in connection with a study recently undertaken. Most of our two-hour discussion was centered on the subject of method of payment and cost documentation. The upshot of this discussion was that if MEI-C had to provide the cost documentation in the form required by FHWA, they would not do the work.

The documentation that MEI-C would provide would consist of their standard fee schedule showing hourly rates, including overhead, for several levels of staff involved and for different types of tests performed. An estimate of hours and rates for each type of tasks and a total sum, which would not be exceeded, would comprise the cost detail to be provided.

Mr. Czyzewski said that he contemplated about 15 working days time would be required for each of Phase 2 and Phase 3 in order to arrive at a point at which an oral report could be made. To prepare the written report would require an additional week or two. The ideal sequencing of Phase 2 and 3 would place them consecutively. However, in the interest of expediting the final answer, they could be handled concurrently. The cost of Phase 2 was previously estimated at $3500 maximum. A first guess at Phase 3 would be $7000.

In order to start on Phase 2, Mr. Czyzewski says he needs bridge design drawings, bridge shop drawings, specifications, the report of Dick Parker on the sequence of events at failure, photographs, concrete test reports, etc. Data required for Phase 3 would also include design computations and any other structure design data available.

I told Mr. Czyzewski I would get back to him as soon as possible about the contract cost documentation.

JCJ:gs

cc: E. S. Hunter
W. J. Hart
J. Sollis
H. A. Schell

MAR 2 '7
REFER TO
FOR

8456 1-205-58

Salem, Oregon
February 10, 1978

A. D. Olson
Preliminary Design Engineer

E. L. Hardt
Region I Engineer

Powell Blvd. Detour Structure
Powell-Foster Section
East Portland Freeway
Multnomah County

When the Powell-Foster project was set up the area between Division and Powell was used as a source for embankment material. Since all of the property had not been acquired it was not possible to get all of the material that was needed and 80,000-90,000 yards more will be needed from the areas outside of those shown on the plans.

The properties have all been acquired, I am advised, so the question arises as to whether it would be appropriate to try to have the present contractor excavate and haul the additional material over his haul structure or to try to acquire the haul structure for use by the next contractor. Hauling the material across Powell Blvd. at grade or after the Powell Structure is complete would be the other alternates.

Your review and recommendations are requested.

ADO:ab
cc: R. N. Bothman

✓ Versteeg ✓
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
FEB 1 3 1978
ENGINEERING SECTION

Trout
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Return To
Bring Up / /
Action

8456

13

UTAH DEPARTMENT OF TRANSPORTATION
MATERIALS AND RESEARCH SECTION
757 West 2nd South
Salt Lake City, Utah 84104

June 13, 1977

MISC. CONTRACTS and
AGREEMENTS No. 6183

Mr. John C. Jenkins
Engineer of Materials
Oregon State Highway Division
Materials Section
Salem, Oregon 97310

Dear John:

Thank you for returning the cooperative agreement for Oregon State Contract 8456. The copy you requested is enclosed.

It is a pleasure to be of assistance.

Sincerely

W. J. Stephenson
Engineer of Materials
and Research

RECEIVED
JUN 20 1977
MATERIALS DIVISION
OFFICE

NOTED
JOHN C. JENKINS

Original sent to Coulter

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 10, 1977

Thomas L Savage

FROM: Thomas L. Savage
Landscape Engineer

TO: MEMO TO THE FILES

SUBJECT: SE Foster-SE Powell
East Portland Freeway
Multnomah County
Construction Features

On Wednesday, June 8th, Fred Eriksen and I reviewed the project with Bud Heinz, Resident Engineer.

Bud pointed out the following items:

1. There was virtually no erosion during the heavy rains in May. He said the temporary mulching specified would not be used. I feel that other projects with this type of soil, Lacustrine deposits (gravelly phase), should be watched closely before this item is eliminated on future projects with this type of soil.

2. Bud was especially concerned with structure detour design. He feels a 100' radius is inadequate. The 25mph construction speed is often exceeded. Cars stray out of their lane and a collision is possible. He feels 150' minimum radius is necessary, with a 200' radius preferable. Fred pointed out that we would often lack room for this.

3. Pedestrian traffic is high in the area. Bud felt a walk on both sides of the detour street was necessary on future projects. People on the side of the detour without the walk, were simply walking in the street to get across the project. Bud has added signs saying "Pedestrian Traffic Prohibited" on the side without the walk.

REFERRED TO
4 Beard ______ ______ Reed ______
1 Cole WFC, ______ Sampo ______
3 Eriksen FE, 2 Watson RW
______ Hager ______ ______ Wolfe ______
[✓ Return] Discuss Do File Copy Due ______
BY FINAL DESIGN ENGINEER

TLS:az

1 Versteeg ✓
2 Olson
3 Christensen
______ Scott ______
______ Swenson ______
______ Savage ______
______ Trout ______

RECEIVED
JUN 10 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______

8456

1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 10, 1977

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-205-7(36)307
SE Powell-SE Foster Road Section
Foundation Pile Driving

FROM : G. L. Green, Division Administrator

Mr. H. S. Coulter, State Highway Engineer

We have no objection to the June 7th general procedure outlined by Mr. Hart for the remaining structure foundation of the above project.

It appears quite obvious that any excessive driving beyond what the foundation data information, load test and static analysis show is extra expense for a safety factor not needed. FHWA would not look favorably on this added cost.

G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
JUN 13 '77
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

orig

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 7, 1977

In reply refer to: HBR--OR

RECEIVED
STATE HWY ENGR
JUN 8 '77
REFER TO
to Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-8-77
cy Hunter
[illegible]

SUBJECT: Oregon Project I-205-7(36)307
SE Powell-SE Foster Road Section
Pile Driving

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Early last week we were informed that the piling on the Harold Street structure were being driven to excessive depths according to the Engineering News Dynamic Formula. A meeting was held June 3 to discuss possible alternatives to this extensive driving. Those attending the meeting were: Walt Hart, Marion Craft, Clair Kuiper, Jack Davis, and Herb Schell.

We understand that many piles have been driven to a penetration of 150 feet and bearing values according to the dynamic formula still are not adequate. The Federal Highway Administration does not support dynamic bearing formulas when adequate test load information is available. We feel you have this information.

Your "Pile and Plate Load Test" report prepared by Davis and Marks on the South Banfield Interchange-SE Foster Road Section does give support for a pile with less penetration. According to the summary on page 2-3a and 2-3b using K-13 hammer (the size used on this project), the 10" HP 42# with an embedded length of 84 feet at Site "D" and 49 feet at Site "E" supported an ultimate load of 200 tons and 100 tons+ respectively. Some problem was experienced with the 200 tons test at Site "E" (probably a jack problem) located at the Harold Street structure.

We feel you should perform a static analysis and determine from your soil logs if the order length piles are adequate. It is felt according to our interpretation of your foundation test report that the specified length of 51 feet, etc. should not present any problem with settlement.

Please note the final dynamic bearing as computed according to your 1970 specification is only 18.3 tons at Site "D" and 23.3 tons at Site "E" which is similar to what your field people have shown at the test pile elevation (see page 2-3a of report).

You have our approval to stop driving when the piles are at a depth comparable to the test loads and supported by static analysis. Please utilize this "Pile and Plate Load Test" report on all structures proposed in this section. The use of the ENR formula is not considered appropriate with adequate test load data at the sites.

G. L. Green

cc:
OSHD (W J Hart)

103 (Rev. 6-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8256

Order No. 2

Section S.E. Powell Blvd - S.E. Foster Rd

Date May 24, 1977

Highway East Portland Freeway

F.A.P. No. I-205-7(36)307

County Multnomah

Prefix 626-1074

Account No -02

Description of Work To Be Done: Mow grass and weeds between back of sound berms and private property lines, as necessary.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Labor	$1,600.00
Equipment . . .	$1,400.00
	$3,000.00

FHWA-ORE DIV APPROVED EFFEC. 5/26/77

Explanation: Property owners complaining. Contractor not equiped to do this type of work and not interested in doing same.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$7,210,510.31
Present estimate of project cost, including $3,000.00 for work under this order	$5,940,068.54
Expected under-run XXXXXXX (amount)	$270,441.77
Expected under-run XXXXXXX (per cent)	3.75

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz Roy T. Heinz
Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Marion Craft
Regional Engineer

Approved: Construction Engineer

5-26-77

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING . . . . . . SALEM, OREGON 97310

April 15, 1977

Reese's Oil Company
3933 NE Union Ave.
Portland, OR 97212

Re: Complaint of Alleged Violation of the Robinson Patman Act of 1936 by Standard Oil and Similar Wholesalers

Attn: Thomas P. Martin
Sales Representative

NOTED
E. S. HUNTER

Dear Mr. Martin:

The opinion of the Regional Counsel for the Federal Highway Administration regarding subject complaint has been received.

In general, the Robinson Patman Act makes it unlawful for anyone engaged in commercial activities to discriminate in price between different purchasers of like commodities. The Federal Trade Commission has been delegated broad investigatory and remedial authority to enforce compliance with this Act. Therefore, other federal agencies and the individual states do not have a role in the statutory enforcement of this Act.

You are advised, however, that there are two appropriate actions available to your firm. The first is to notify in writing the Federal Trade Commission, which has been authorized by law to enforce anti-trust compliance within the oil products industry, of your complaint. The regional office for the Federal Trade Commission is located at 915 Second Street, Seattle, WA 98174. Telephone number (206) 442-4655.

The second course of action available to your firm is to bring suit in a Federal District Court for business losses suffered because of violation of the anti-trust laws. The Federal District Court is located in the U. S. Courthouse Building in Portland and has jurisdiction to weigh the facts and assess damages against the violator, who's unfair trade practices caused an individual economic harm.

If I can be of any further assistance to you in this matter, please feel free to contact me.

Very truly yours,

C. T. Keasey
Construction Engineer

By

M. D. Glenn
Construction EEO Engineer

bc: FHWA/att.
E. S. Hunter/att. ✓
Jim Butler/att.
Walt Barrie/att.

MDG:mk

cc: Nathan Proby

RECEIVED
STATE HWY ENGR
APR 18 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3122

Form FHWA 121 (Rev. 5-75)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: March 16, 1977

In reply refer to: 10RC

SUBJECT: MBE Complaint
I-205-7(36)307

FROM : Regional Counsel

RECEIVED
MAR 18 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg
Walker

TO : Mr. Glen L. Green GLG
Division Administrator
41DA Salem, Oregon

Standard Oil of California submitted a bid to supply diesel fuel to Ladd Construction Co., a contractor on the S.E. Powell Blvd.-S.E. Foster Rd. section of I-205. Standard's bid price was $0.34.3/gal. (delivered to storage tank), and $0.38.8/gal. (delivered into individual equipment on site, "wet hose"). This was the low bid and Ladd awarded the diesel fuel supply contract to Standard.

Reese's Oil Co., a minority business enterprise, purchases its diesel fuel from Standard at the prices cited above. Reese's Oil submitted a bid of $0.40/gal. (storage tank) and $0.57/gal. (wet hose) for this project.

Nathan Proby, representative of the Minority Contractors Association, objected to Standard's practice of bidding at wholesale prices in competition with other purchasers of its products. He raised other questions concerning participation of minority contractors on I-205.

Mr. Thomas Martin, sales representative for Reese Oil Company, has written Mr. M. D. Glenn, Construction EEO Engineer, Oregon State Highway Division. He has expressed the opinion that Standard's submission of a bid in competition with wholesale purchasers of its products is in violation of the Robinson-Patman Act, 15 U.S.C. §§13, 13a, 13b, 15. This letter was brought to the attention of Mr. Glen Green, Oregon Division Administrator, FHWA, who has requested clarification of Federal and State agency duties in investigating complaints of these sections of the Federal anti-trust laws.

In general, the Robinson-Patman Act makes it unlawful for anyone engaged in commercial activity to discriminate in price between different purchasers of like commodities, 15 U.S.C.§13. The Federal Trade Commission has broad investigatory and remedial authority to enforce compliance with the Act, 15 U.S.C. §§13, 21.

MAR 1 7 1977

If Mr. Proby or Mr. Reese feels that Standard Oil has discriminated in its price policies in this matter, he should be appraised of his right to bring such violation to the attention of the Federal Trade Commission, the Federal agency authorized by law to enforce anti-trust compliance within the oil products industry.

Further, 15 U.S.C. §15 grants an individual a right to bring suit in Federal district court for treble damages for business losses suffered because of violation of the anti-trust laws. This is a private remedy and not a proper subject for Federal or State agency action.

In sum, there are two forums for review of this complaint. The Federal Trade Commission is the lead agency for administrative review of industry practices alleged to be in violation of anti-trust laws. Federal district court has jurisdiction to weigh the facts and assess treble damages against a violator whose unfair trade practices cause individual economic harm. Other Federal agencies and the individual States do not have a role in this statutory enforcement scheme.

Accordingly, the role of the State Highway Division and the Oregon Division, FHWA, is limited. In the present situation they may advise Mr. Proby and Mr. Reese of their available Federal enforcement options and the manner in which they may seek relief against Standard Oil.

Robert B. Rutledge

Robert B. Rutledge

April 13, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

EEO Complaint
S.E. Powell Blvd.-S.E. Foster Rd. Section
FAP No. I-205-7(36)307
Contract No. 8456
Your File 1041AD.2/971

Following is the information requested in your April 5 letter:

1. *Are there any Minority Business Enterprises on this project (at present or scheduled later for services)?*

   Yes. Cyclone Fence is subcontracting the fencing on this project. Husky Fence, a minority firm, has a sub-contract in the amount of $30,674 from Cyclone Fence.

   Baldwin Sanitation Service, a minority firm, has a services agreement to furnish refuse drop boxes.

   Washington Sign Company, a minority firm, has provided some lettering on the project office trailer and some numbering on equipment.

2. *What are the State's procedures established for the identification and listing of minority subcontractors?*

   Lists of minority business enterprises in the Portland area have been available for the past five to six years. In order to obtain a listing of minority business enterprises on a state-wide basis, we had our field engineers seek out and identify minority business enterprise firms from their areas. Other federal and state agencies, contractors and contractor associations, both minority and non-minority, were contacted to obtain their listings.

   In December, 1975, approximately 100 minority enterprises were sent questionnaires (Attachment No. 1) to determine their interest in working on highway projects and if so, to indicate

April 13, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

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FAP No. I-205-7(36)307
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   In December, 1975, approximately 100 minority enterprises were sent questionnaires (Attachment No. 1) to determine their interest in working on highway projects and if so, to indicate the ethnic identification of their firm, their business name, address, telephone, person to contact for bids, and capabilities. Advertisements were also placed in newspapers, including a minority publication. The list resulting from these efforts was updated monthly and increased from 12 in February, 1976 to 50 in January, 1977.

This list of minority business enterprises has been updated as of April 1, 1977. The 50 known minority business enterprises and two minority contractor's associations were again sent questionnaires to indicate their interest in being on our listing and indicating the types of work they are interested in. (See Attachment No. 1.) To date, 36 firms have responded. (See Attachment No. 2.) Paid advertisements were again run in 25 newspapers, two of which are minority publications, soliciting participation. News releases were sent state-wide. This coverage includes 24 daily newspapers, 100 weeklies, 12 TV stations, United Press International and Associated Press wire services.

3. *What procedures are established by the State to set up a time frame for the notification to subcontractors for submission of bids on projects and bid openings?*

How much time do prospective prime contractors give prospective subcontractors to submit bids on subcontract work (if applicable)? In the latter case, to what extent does the State assure comparability between minority and non-minority potential subcontracts?

The time frame for the notification to contractors for the submission of bids for projects to be contracted is three weeks. (Attachment No. 3.)

Each minority business enterprise who has expressed an interest in contracting or subcontracting (Attachment No. 2) receives this notice. In addition, each minority business enterprise receives a planholder's list (Attachment No. 4) and a tabulation of bids after award of the contract by the Transportation Commission (Attachment No. 5).

The time prime contractors give prospective subcontractors to submit bids varies considerably. This can vary from two weeks to the day before bid opening and dependent on many factors. From information obtained at compliance reviews, it appears that with a three-week bid notice, the average prime contractor has about one week in which to prepare his bid. Ten to 14 days are used deciding which jobs to bid on, getting plans and specifications, and looking over the jobs. This is why we send all interested minority contractors a "Notice to Contractors". They can begin preparing quotes or bids on the types of work they are interested in.

Prime contractors are required to retain their work sheets which show the results of potential subcontractors' bids. This information must be furnished by the contractor upon request.

4. *Are project bid lettings announced by the State in news media where minorities are regular subscribers (local daily newspapers, radio, etc.)?*

   Paid advertisements for the notice to contractors (Attachment No. 3) are placed in two construction trade newspapers: The Daily Journal of Commerce, Portland, Oregon and Pacific Builder and Engineer, Seattle, Washington.

   News releases are sent state-wide (24 dailies, 100 weeklies, 12 TV stations, and the United Press International and Associated Press wire services). The Portland Observer and the Skanner, both minority publications, receive this news release.

5. *Are minorities and women employed in representative numbers (per contract compliance guidelines) on this project?*

   The most recent Standard Form 257, for the month of February, 1977, indicates a work force of 29 employees. Five (or 17.2 percent) were minorities. One female minority is employed. There are 6.6 percent minorities in the work force in this area. (See Attachment No. 9 for the minority employment by craft.)

   This project is just getting under way. Work started on January 20, 1977. The Standard Form 257 for the month of March was due in this office April 11, 1977. The prime contractor has indicated that peak employment will be the month of July, 1977. A compliance review will be scheduled during this peak employment period.

6. *How many trainees/apprentices are assigned to this project? How many are presently employed? How many are minorities and women? What crafts? If they are not on the project at present, when are they scheduled to be on the project?*

   There are 15 trainees/apprentices assigned to this project. Two are presently employed. One is a female minority; one, a male Caucasian. The female is a timekeeper trainee; the male Caucasian - an equipment operator.

The following schedule is the approximate starting dates for the remaining 13 training positions:

2 Operators in June, 1977

1 Truck Driver in May, 1977

3 Ironworkers; 1 in May, 2 in June, 1977

3 Carpenters in June, 1977

1 Cement Mason in July, 1977

3 Laborers; 1 in April, 2 in June, 1977

Five training positions have been assigned to subcontractors on this project.

7. *What procedures are established by the State to ensure that minority and women trainees/apprentices are assigned to projects?*

Submit training assignment or listing of projects where trainees will be assigned.

How many minorities and women are in the program?

The State ensures that minority and women trainees/apprentices are assigned to projects by contract requirement, field monitoring, compliance reviews, monthly and quarterly reports.

A state-wide goal of 80 on-the-job trainees is scheduled for 1977. Sixteen projects on I-205, with 54 training positions, are presently scheduled for letting during the second or third quarter of 1977. Twenty-four training positions were established state-wide in the first quarter of 1977. The availability of state participating funds for scheduled projects continues to be extremely questionable. Due to the existing funding problems, some of the projects containing on-the-job training may not be let.

The most recent quarterly training report, for the fourth quarter of 1976, Form 1410, indicates there were 46 trainees employed. Eleven (or 23.9 percent) were minorities. One female received training during the quarter.

COMMENTS:

On March 10, 1977, the Highway Division put out a news release designating Mr. James W. McNamee as Liaison Engineer to assist Minority Business Enterprises and small contractors on state highway projects

(Attachment No. 6). This news release was sent state-wide to 24 daily newspapers, 100 weeklies, 12 TV stations, United Press International and Associated Press Wire services. Fifty known minority business enterprises and two minority contractor associations were sent individual letters notifying them of this service (Attachment No. 7). On April 1, 1977, this same ad was sent to 10 newspapers and run as a paid ad on or about Thursday, April 7, 1977 (Attachment No. 8). Two of the newspapers running this paid ad were minority firms.

On March 3, 1977, a special review was made of Roy E. Ladd, Inc.'s compliance with the Minority Business Enterprise Special Provisions of Contract I-205-7(36)307 (Attachment No. 9). As a result of the findings of this review, the contractor was found in compliance.

Mr. Proby, the complainant, had identified himself as being J.P.J. General Contractor, capable of performing various classes of work. He was one of the minority contractors from whom Ladd solicited bids for base and surfacing items (Attachment No. 10). He was contacted twice but did not provide any quotes.

The State Highway Division's dollar goal for minority business enterprises for fiscal year 1977 is $825,000. Through the third quarter of fiscal year 1977, minority business enterprises have contracted $813,425 worth of work.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachments

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
Jack Sollis (enc.)
Jim Butler
Walt Hart "
James W. McNamee (enc.)

JLW:mk ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 5, 1977

In reply refer to: 41AD.2/971

RECEIVED
STATE HWY ENGR
APR 5 '77
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
DOT OPERATIONS
APR 5 '77
REFER TO
Boulton
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: EEO Complaint

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Salem, Oregon

Mr. Nathan Proby, President, United Minority Workers, contacted Mrs. Margaret Mitchell, Special Assistant to President Carter the week of March27, 1977. Mr. Proby made an informal complaint regarding participation of minority contractors on Federal-aid contracts in Oregon, specifically about the multi-million dollar contract awarded to Ladd Construction Company.

The White House requested the Civil Rights office of our Washington, D. C. headquarters to provide information on minority employment and training.

Please respond to each of the following questions:

1. Are there any minority subcontractors on this project (at present or scheduled later for services)?

2. What are the State's procedures established for the identification and listing of minority subcontractors?

   How does the State ascertain the authenticity of their minority status?

3. What procedures are established by the State to set up a time frame for the notification to subcontractors for submission of bids on projects and bid openings?

   How much time do prospective prime contractors give prospective subcontractors to submit bids on subcontract work (if applicable)? In the latter case, to what extent does the State assure comparability between minority and nonminority potential subcontracts?

4. Are project bid lettings announced by the State in news media where minorities are regular subscribers (local daily newspapers, radio, etc.)?

5. Are minorities and women employed in representative numbers (per contract compliance guidelines) on this project?

6. How many trainees/apprentices are assigned to this project?
   How many are presently employed?
   How many are minorities and women?
   What crafts?
   If they are not on the project at present, when are they scheduled to be on the project?

7. What procedures are established by the State to ensure that minority and women trainees/apprentices are assigned to projects?

   Submit training assignment or listing of projects where trainees will be assigned.

   How many minorities and women are in the program?

We would appreciate your immediate attention to this matter.

G L Green
G. L. Green

cc:
OSHD(Coulter)
OSHD(MDGlenn)

8456

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

NOTED
E. S. HUNTER

March 3, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Re: SE Powell Blvd.-SE Foster Road
FAP No. I-205-7(36)307
Contract No. 8456
Minority Business Enterprise
Complaint

Dear Mr. Green:

Attached is copy of letter received from Reese's Oil Company, a minority business enterprise, alleging violation of the Robinson Patman Act of 1936 by Standard Oil and other wholesalers on this project.

This is related to the recent complaints by minority business enterprises that Ladd Construction Co. has not acted in good faith, particularly in awarding the contract for supply of diesel fuel on this project to Standard Oil and not to Reese's Oil Co. This was reported to your office by letter dated February 17, 1977.

We are somewhat in the dark as to which agency has jurisdiction for enforcement of this act and just what our responsibilities as a State agency are. Your advice and recommendations are requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By

M. D. Glenn
Construction EEO Engineer

MDG:mk

Attach.

cc: E. S. Hunter ✓
Jack Sollis
Jim Butler

RECEIVED
STATE HWY ENGR
MAR 4 '77
REFER TO

FOR
Info Inves R/D D/R Sgn Act File

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

March 2, 1977

Reese's Oil Company
3933 N.E. Union Ave.
Portland, OR 97212

Attn: Thomas P. Martin
Sales Representative

Dear Mr. Martin:

This is to confirm receipt on February 23, 1977 of your letter regarding the alleged violation of the Robinson Patman Act of 1936 by Standard Oil and other wholesalers bidding to supply fuel to contractors on federal-aid highway projects in direct competition with retail distributors.

I am forwarding your complaint to the Federal Highway Administration and to our legal counsel for their recommendations. I will inform you as soon as information is obtained as to the appropriate action to be taken.

Very truly yours,

C. T. Keasey
Construction Engineer

By MDGlenn

M. D. Glenn
Construction EEO Engineer

MDG:mk

cc: FHWA

bc: Jack Sollis
E. S. Hunter
Jim Butler
Ron Anderson, A.G.C.

Form 81-734-3122

Oregon State Highway Division
Highway Building
Salem, Oregon 97310
Mr M. D. Glenn

Reese's Oil Co
3933 N. E. Union Ave
Portland, Oregon 97212
Phone 287 2121 - 2122

Dear Mr Glenn:

It has been brought to our attention that Standard Oil and similar wholesalers are bidding on contracts for the supply of fuel in direct competition with their retail distributors.

It is our position that this bidding on the retail level by these wholesalers is a direct violation of the Robinson Patman Act (1936)(Unfair competition). Standard and other wholesalers should not be permitted to bid on the I205 and similar type contracts. Please reply. Warmest personal regards.

Sincerely
Thomas P. Martin
Thomas P. Martin
Sales Representative

RECEIVED
CONSTRUCTION
SECTION
Walker

7456

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

February 17, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Re: SE Powell Blvd.-SE Foster Rd. Sect.
E. Portland Freeway
FAP No. I-205-7(36)309
Contract No. 8456
Complaint by Nathan Proby

NOTED
E. S. HUNTER

Attn: E. J. Valach
District Engineer

Per your telephone request of February 15th, I have reviewed with Mr. Proby and with representatives of our contractor, Ladd Construction Co., Mr. Proby's complaint that the contractor has not awarded sufficient contracts to minority business enterprises.

Shortly after receiving your telephone call, I contacted Mr. Proby and was informed by him that their main complaint was that the contractor was going to have Standard Oil furnish his diesel fuel. Standard Oil Corp. was selling the diesel to Ladd at the same price that Reese's Oil Co., a minority firm, had to pay Standard Oil for the diesel. Therefore, a minority business enterprise had no way of competing for this business as they could not beat the price that Standard Oil set for their own products.

He believed that inasmuch as the contractor had not yet awarded the contract to Standard Oil, we should force the contractor to award it to Reese's as the only other minority business getting any work was Baldwin Sanitary for drop-box service.

I then contacted Pete Oliver, Vice President for Ladd Construction Co., regarding this matter. He informed me that at a meeting held on February 9th, they had requested Thomas Martin of Reese's Oil Co. to submit quotes for furnishing approximately 500,000 gallons of diesel fuel over the next one and a half years to this project. It is believed this meeting was one held with minority contractors following the demonstration held that day. Mr. Oliver informed me that he had notified Mr. Martin today that they were not low bidder for furnishing the diesel and that they were awarding the contract to Standard Oil. The quotes that they had received for this service were as follows:

Reese's Oil Co.	\$0.40/gal. delivered to Ladd's storage tank \$0.57/gal. wet hose

We were informed that "wet hose" means delivered into the individual pieces of equipment on the job.

RECEIVED
STATE HWY ENGR
FEB 18 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 81-734-3122

Mobile Oil Co.	$0.35.4/gal. $0.42/gal. wet hose
Standard Oil Co.	$0.34.3/gal. $0,38.8/gal. wet hose

Mr. Oliver informed me that Ladd has their own storage tank and service truck and therefore not particularly interested in the wet hose prices.

Based on Mr. Proby's statement that Reese's Oil Co. had to pay the same price as Standard was selling diesel to Ladd, the additional cost to accept the prices quoted by Mr. Martin would amount to approximately $28,500.

During my last contact with Mr. Proby, he informed me that they (minority organization) were going to make an issue of the lack of minority business enterprise activities of this contractor. They do not feel the contractor has awarded sufficient amounts to minority contractors and that they will be filing law suits or take other means as necessary to force him to do so. Also he stated he will be in Washington, D.C. next week to discuss this matter with Federal Highway Administration officials back there. It was his belief that the FHWA should force the contractor to set aside contracts with minority business enterprises the same way the Environmental Protection Agency does. He blames Mr. Casson for not seeing that this is done irregardless of FHWA minority business enterprise regulations.

Reese's Oil Co. has not been included on our MBE list furnished to contractors. It is questionable how many contractors outside of the Portland area would be aware their services were available. On two different occasions last year, I provided Mr. Proby with our Minority Business Enterprise questionnaire in order that Reese's could complete it. They were not returned either time. I therefore sent one directly to Reese's in hopes that we may make their service known to contractors.

Merrill Bird, Ladd's project manager, contacted me February 17th from Redding, Calif. regarding this matter. He informed me that they are continuing their efforts to solicit quotes from minority contractors for the painting of the structures. To date they have not had any replies.

He understands Proby is scheduling another meeting at their job office at 3:00 p.m. February 21st. Anticipate it will be similar to that held February 9th with TV coverage. He also understands Proby may file an injunction to stop work on the project.

A special compliance review of the contractor's minority business has been scheduled for March 3, 1977.

Very truly yours,

C. T. Keasey
Construction Engineer

By

M. D. Glenn
Construction EEO Engineer

MDG:mk

cc: E. S. Hunter
Jack Sollis
Jim Butler

CORRECTED COPY 1-205

Salem, Oregon
February 14, 1977

Duane O. Christensen
Final Design Engineer

Marion Craft
Region 1 Construction Engineer

SE Powell Blvd.-SE Foster Road
East Portland Freeway
Contract No. 8456
Sanitary Sewer

RECEIVED
FEB 14 1977
ROAD
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SECTION

Versteeg
Olson
Christensen
Scott
Swanson
Savage
Trout

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As we discussed last Friday we did review the anticipated structural loading of the proposed 18" sanitary sewer at Steele Street on the subject project. While we were unable to confirm the City's calculated loading it was determined the specified pipe classes are inadequate. It appears the design height of cover was not corrected after the sound berms were revised on the project.

This oversight also applies to the 12" storm sewer in the same area.

Assuming a negative projecting embankment type installation as being the most logical as well as desirable method to use here, a cover height of 29' produces a D-load of 1895 using Class "B" bedding and a D-load of 2400 using Class "C" bedding. These D-loads require Class IV and Class V reinforced pipe, respectively.

However, noting the proximity of the lesser D-load to the minimum allowable $D_{0.01}$ cracking strength of 2000 for Class IV pipe, the final installed accessibility and the City's maintenance responsibility, it would seem prudent to allow some additional factor of safety. Therefore, it is recommended that Class V pipe be used with Class "B" bedding.

It is also recommended that our 12" storm sewer in the same area be changed to Class V pipe with Class "C" bedding.

A price agreement should be negotiated reflecting these revisions. Estimated increases in unit costs for the 12" and 18" pipes are $0.45 and $1.25/lin.ft., respectively, for a total increase of approximately $607.00. The present contract unit price of $40.00/cubic yard for bedding presumably reflects the depth and difficulty of placement of the 48" pipe for which it was solely provided. We are of the opinion that a negotiated price of $10.00/cubic yard would be more appropriate for the Steele Street sanitary sewer installation. With an estimated 55 cubic yards of bedding required the total additional costs of the price agreement should be about $1,100.00 to $1,200.00.

DOC:jh
cc: C. T. Keasey
Fred Eriksen
W. W. Reed

1-205

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
February 11, 1977

Duane O. Christensen
Final Design Engineer

Marion Craft
Region I Construction Engineer

S.E. Powell Blvd.-S.E. Foster Road
East Portland Freeway
Contract 8456
Sanitary Sewer

As we discussed last Friday, we did review the anticipated structural loading of the proposed 18-inch sanitary sewer at Steele Street on the subject project. While we were unable to confirm the City's calculated loading, it was determined the specified pipe classes are inadequate. It appears the design height of cover was not corrected after the sound berms were revised on the project.

This oversight also applies to the 12-inch storm sewer in the same area.

Assuming a negative projecting embankment type installation as being the most logical as well as desirable method to use here, a cover height of 29 feet produces a D-load of 1895 using Class B bedding and a D-load of 2400 using Class C bedding. These D-loads require Class IV and Class V reinforced pipe respectively.

However, noting the proximity of the lesser D-load to the minimum allowable $D_{0.01}$ cracking strength of 200 for Class IV pipe, the final installed accessability and the City's maintenance responsibility, it would seem prudent to allow some additional factor of safety. Therefore, it is recommended that Class V pipe be used with Class B bedding.

It is also recommended that our 12-inch storm sewer in the same area be changed to Class V pipe with Class C bedding.

A price agreement should be negotiated reflecting these revisions. Estimated increases in unit costs for the 12- and 18-inch pipes are $0.45 and $1.25/lin. ft. respectively for a total increase of approximately $607.00. The present contract unit price of $40.00/cu. yd. for bedding presumably reflects the depth and difficulty of placement of the 48-inch pipe for which it was solely provided. We are of the opinion that a negotiated price of $10.00/cu. yd. would be more appropriate for the Steele Street sanitary sewer installation. With an estimated 55 cu. yd. of bedding required, total additional cost of the price agreement should be about $1,100.00 to $1,200.00.

DOC:az
cc: C. T. Keasey
F. Eriksen
W. W. Reed

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FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, OR 97266
Feb. 2,1977

SUBJECT: SE Powell Blvd - SE Foster Rd
East Portland Freeway
Contract: 8456
Sanitary Sewer

To: Walter J. Hart
Region Engineer
Office

Attention: M. A. Craft

Enclosed is a copy of a letter received from the City of Portland Sanitation Dept. regarding the installation of a section of their 18" sewer line in Steele St. at approximate station "L"476+20. We build a fill over this facility with a maximum height (in the sound berm area) of 17'±. This coupled with the trench excavation of 10'± comprises the 27'± cover referred to in the letter. I find nothing wrong with Mr. Sunnarborg's calculations so perhaps you better run this through our design and construction departments to see if this revision should be made. We have a bid item for bedding but would probably have to write a Price Agreement to cover the change from Class III to Class 5 pipe. As usual, time is of the essence so we better get the wheels in motion.

Roy T. Heinz
Roy T. Heinz,
Resident Engineer

P.S. I'm sure our design department gave some credit to the 10 feet of trench and did not treat it as embankment. Actually after Steele St. is closed I would guess that the contractor will lay his trench excavations back to a 1:1, thereby negating much of the credit for columnar loading.

SP*52016-734

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

[illegible] TH AVE
PORTLAND, OR [illegible]

February 1, 1977

Department of Transportation
Highway Division
3700 S. E. 92nd Avenue
Portland, Oregon 97266

Attn: Roy T. Heinz, Resident Engineer

Re: Installation of 18" Reinforced Concrete Sewer Pipe beneath the East Portland Freeway at S. E. Steele Street to Replace a Section of the City Sewer System

Gentlemen:

This office has reviewed the plans for the construction of the S. E. Powell Blvd/Foster Road section of the I-205 Freeway as it relates to the City's sewer system.

We find that the plans call for the installation of an 18" ASTM C-76 Class III pipe at S. E. Steele Street to replace the City's existing line. It is our opinion that this is not adequate to support the maximum cover of 27 feet as indicated in the profile. Based on an assumed soil weight of 120 lbs. per cubic foot, our calculations indicate that the pipe should be capable of supporting a total load of 9300 lbs. per lin. ft. Therefore, we respectfully request that you review our calculations, and if found correct, revise the pipe to a Class V with a Class B bedding.

If you have questions regarding this matter, please call me at 248-4605.

Very truly yours,

R. G. Sunnarborg
R. G. SUNNARBORG
Principal Engineer

RGS:es

8456

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISI
INTER-OFFICE CORRESPONDENCE
Salem, OR
February 11, 1977

FILE:

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MDGlenn

FROM: M. D. Glenn
Construction EEO Engineer

TO: THE FILES

SUBJECT: SE Powell Blvd.-SE Foster Rd. Sec.
E. Portland Freeway
FAP No. I-205-7(36)309
Contract No. 8456
Protest Demonstration by
Minority Contractors

NOTED
E. S. HUNTER

The morning of February 8, 1977 Mr. Nate Proby of the United Minority Workers telephoned me and said that he had been out to Roy E. Ladd's project office and met with Mr. Pete Oliver, Vice President. He said he was very unhappy upon finding the contractor didn't have any minority contractors on the job and had terminated the only minority employee they had working except for the black office girl. He also said that he had talked to Fred Flowers of the Federal Highway Administration and that Fred had told him there was to be a meeting with the contractor at 1:00 p.m. on February 9th and he and Tom Booth, Director of Contractors Management Association, were to be there along with representative of the State and FHWA.

I then contacted Ms. Marge Palmer of the FHWA and requested she check with Fred Flowers regarding this meeting as I thought it highly unusual that Mr. Flowers would schedule a meeting with one of our contractors without notifying us. I also contacted Bud Heinz, Resident Engineer on the project, to see if he had heard of any such meeting. Mr.Heinz informed me that this was the first he or the contractor had heard of such a meeting. I then contacted Bob Rogers of the AGC to see if this was a meeting which had been scheduled with them as I had previously contacted Ron Anderson of the AGC concerning EEO matters on this project. Mr. Rogers said he would check into it and to let him know if I received any further information regarding the meeting. A short time later Ms. Palmer called and informed me that Fred Flowers had told her that Nate Proby had scheduled the meeting and that he was going to be there but that it apparently was to be in the nature of a demonstration against the contractor and not a scheduled meeting.

I then contacted Pete Oliver of Ladd Construction Company and informed him that there was apparently going to be a demonstration of some sort on their project the following day at 1:00 p.m. I requested that every effort be made to provide protection to the travelling public if at all necessary or required and informed him that I would be contacting Bud Heinz. BudHeinz was then contacted and informed of the possible confrontation and instructed to keep any of our people out of the area and to meet with Oliver and be sure that there would be no disruption of traffic and all means taken to provide for the public safety. Marion Craft was also notified.

On February 9th John Widmer and I met with E. J. Valach, District Engineer, FHWA; Ms. Marge Palmer, Civil Rights Specialist, FHWA; and Karen Spencer, Civil Rights Specialist, FHWA from Alaska. We travelled to the contractor's office site at 95th and Powell Blvd., arriving there shortly after 1:00 p.m. and parked a short distance away from the contractor's office to observe what took place. We observed between 20 and 25 persons walking up to the contractor's office trailer and Mr. Nate Proby talking with Merle Berg and Pete Oliver of Ladd Construction Company. The meeting was very quiet and orderly

I then walked over to the meeting site and observed that outside of Mr. Proby and two of his associates, all of those present appeared to be minority contractors. Mr. Tom Booth of the Contractors Management Association, Ron Anderson and Bob Rogers of the AGC, Fred Flowers of the Federal Highway Administration and Channel 8 TV representatives also were present.

Mr. Proby voiced the concern that the contractor had not made more work available to minority contractors and that they were quite concerned concerning the contractor's lack of employment of minorities to date. Mr. Tom Booth was invited in to discuss the situation with contractor's representatives after which the meeting more or less broke up. I had the opportunity to talk to several of the minority contractors with whom I am acquainted and was informed their primary complaint was they did not feel that they had been given ample opportunity to bid on all of the work that might be subcontracted and those that had taken the time to prepare bids and submit to the contractor were informed that their work specialities were not those for which the contractor was soliciting bids but was work that he intended to do himself.

Later on that afternoon Mr. Widmer and I met with representatives of the contractors and scheduled a compliance review of their minority contracting solicitation procedures for February 23rd.

During our discussion we were informed that as most of the solicitation was done from their California office, that it was entirely possible that some of the solicitations were made a very short period of time before bid opening. They had, however, advertized for bids in the Daily Journal of Commerce quite some time before bid opening and would furnish dates at compliance review. We were also informed that they would be subletting the painting of the structures and had discussed this in their meeting with Tom Booth of Contractors Management Association. He had made recommendations as to which of the minority contractors he thought were best qualified to handle this work. We also reviewed the list with him and suggested that he also solicit bids from some of the other minority contractors on our list who indicated that they did painting of structures. They have contracted with Baldwin Sanitary Service to provide dropbox service.

A review of the documentation submitted by the contractor with his bid proposal indicates that solicitations for various bid items were made with 8 different minority business enterprises as follows:

(1) Two minority contractors were contacted on December 6th and requested to submit solicitations for the culvert and related drainage items which had a total dollar value of $957,364. This contact was made ten days prior to bid opening.

(2) On December 13 contact was made with a minority contractor and solicitations for the concrete curbs and walks, bid items 59 thru 62, was made. These items have a dollar value of $27,435.

(3) On December 14th contact was made with two minority contractors for the temporary and permanent illumination items with a total dollar value of $59,600.

(4) Also on December 14th contact was made with a minority contractor for the surfacing items number 21 thru 24 and having a dollar value of $268,100.

(5) On December 15th contact was made with a minority contractor and solicitations for the roadside seeding and mulching and related items were solicited with a dollar value of $35,575.

(6) Also on the same date solicitations were made with one minority contractor for the chain link fencing and related items which have a dollar value of $104,530.

To date only one subcontract has been submitted. This is for the culvert pipe and related drainage items which has been subcontracted to Dilsworth Construction, Inc.of Portland. Other subcontracts have been completed and are being forwarded to this office.

The present specifications only require the contractor to solicit bids from minority contractors. There is no requirement in the specifications stipulating how far in advance of the bid letting these solicitations must be made. It is known fact that last minute solicitations and contacts are common in the construction industry. Every effort will be made at the compliance review in two weeks to determine whether or not the contractor did in fact solicit bids in good faith.

MDG:mk

cc:	E. S. Hunter	w/attach. ✓
	FHWA	"
	Jim Butler	"
	Walt Hart	"
	Roy T. Heinz	"

W. D. Glenn
Dept. of Transportation
310 Highway Bldg.
Salem, Oregon 97310

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Court finds 701 discriminates

The federal court has found that Local 701, Operating Engineers, has discriminated against Black workers. The findings were made January 19th and were the result of a case filed by the Justice Department at the request of the Environmental Protection Agency.

The court found that there is a substantial disparity between the number of Black members in Local 701 and the number in the population, establishing a **prima facie** case of discrimination, and that there is evidence of specific incidents of discrimination against Blacks.

The union contended that it does not discriminate against minorities because it has an overrepresentation of American Indians and that the law does not require hiring blacks.

The court found: "The union misreads the intent of Executive Order 11246. Not only does that order seek affirmative hiring of minorities in general, it prohibits all discrimination based on race, sex, religion and national origin. The fact that an employer does not discriminate against American Indians does not mean it is permitted to discriminate against Blacks. Nor does it mean that Local 701 can be allowed to interfere with an employer's Executive Order obligation where the employer is being required to undertake affirmative action steps to remedy the underutilization of Blacks, because similar underutilization does not exist in that trade with respect to American Indians."

The court found that the provisions of the Executive Order supercede private contractual agreements between unions and employers. It is unlawful for a union to interfere with the employer or to engage in a work stoppage against an employer who is attempting to meet his Affirmative action requirements by hiring Blacks outside the union.

The suit was the result of Local 701 stopping work on federally funded projects where the contractors had hired Blacks.

Salem Sand and Gravel Company, contractors for a Port of Astoria project, attempted to hire a minority operating engineer in January, 1975. Local 701 refused to consider the order. Salem then hired Donald Jamerson, a qualified Black operator from other sources. Shortly after, Local 701 requested Jamerson's removal from the job. When Salem refused, the union closed the project for two weeks.

Lindbrook Construction, Inc., contractors on a sewer project for the City of Vancouver, attempted over a period of several months in 1974 to hire a minority operating engineer through Local 701. One man was sent, who worked only twelve hours. Considering it useless to try the union again, Lindbrook hired Willie Shaffer through non-union sources. The Union notified Lindbrook that Shaffer was to be fired, and when they refused the union workers left the job.

The Justice Department had asked for an injunction requiring Local 701 to refer minorities, regardless of their seniority position, on all federally funded and assisted projects. The court found this remedy improper because it would not solve the basic problem, that of the underrepresentation of Blacks in the union and on the seniority list.

The court ordered that Local 701 refrain from interfering with the affirmative action obligations of contractors; that the union, its employees and its members be restrained and enjoined from: 1) engaging in practices that cause contractors or sub-contractors to discriminate against Blacks; 2) engaging in any work stoppage or encouraging or assisting a work stoppage or interference with work projects. The court will retain jurisdiction and the order will remain in effect until two additional discrimination cases filed against Local 701 are heard.

The effect of the ruling will be to allow contractors to hire Blacks outside the union, and through their employment they can then become members of Local 701.

Proby threatens work stop

Nathan Proby, director of the United Minority Workers, has threatened to stop construction work on federal highway I-205 if minorities are not included in the work force.

Roy A. Ladd of California is the prime contractor for the $22 million project. No minority contractors hold sub-contracts.

Visiting the work site Wednesday, Proby said, "I am demanding that minorities make up at least 5 percent of the work force during the entire life of the job. The Federal Highway Department is not enforcing the regulations that minorities must be included. If they do not, we will file for an injunction to stop the funding and we will picket the site or do whatever we must to get our share."

Proby stated that the contractor had called for one minority operating engineer, but Local 701 sent Russ Joy, the former union secretary who was recently voted out after the government required a new election.

tte inmate charges brutality

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"If you don't come out when I call your name, punk, then we will come in and get you."

Jamison continued shaving, with the razor cutting off and on. Then, he states, the officer told him

the door and handcuffed him, then the first officer grabbed him by the hair and started to beat his head against the bars. At that time two other officers took him downstairs to the dressout room, took off

twisting his left leg. "As a result my knee and ankle still bother me at this time."

Jamison charges that he was kept in a small room, handcuffed and leg-ironed, from early that morning until after 1:00

9-15

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 27, 1977

Thomas L Savage

FROM: Thomas L. Savage
Landscape Engineer

SUBJECT: S.E. Powell-S.E. Foster Road
East Portland Freeway
Multnomah County

TO: MEMO TO THE FILES

At Roy Heinz's request I visited the project site with him to inspect the selected topsoil. Clarence Eshelman, assistant Regional Geologist, was also there.

The plans call for placing approximately 6" of selected topsoil on the slopes of the project. The selected topsoil will be the top 12" of soil on the project. It will be removed and stockpiled for later use. The selected material is composed of approximately 30% gravel, cobbles and large rock. The balance is silty clay loam or silt loam.

Roy Heinz was concerned that the cobbles and large rock left exposed will present an unsightly appearnace and may cause difficulty when mowing. The topsoil will support roadside seeding and when it grows to a good stand it will hide the rocks partially exposed.

Maury Payne, District Maintenance Engineer, concurred that the mowing surface would have to be relatively smooth to avoid difficulties when mowing.

The loose rocks laying on the finished surface will have to be removed in accordance with section 681.31, par. 2. A large percentage of the rocks will probably be pressed into the surface by moving and grading equipment, which will minimize the number of rocks that have to be removed.

TLS:az
cc: Region I
Construction
R. Heinz
C. Eshelman
M. Payne

1 Versteeg ✓
2 Olson all
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Scott
3 Swenson WB
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

January 26, 1977

FROM: A. C. Harwood
Construction Field Engineer

SUBJECT: Tree Removal
East Portland Freeway

TO: J. H. Versteeg
Road Design Engineer

Hindsight indicates only an imprudent contractor would again allow the public on a construction project to perform clearing work. I really don't believe a specification change is required. I think we already cover who can perform work on a contract and clearing limits.

I don't believe the situation will come up again where the contractor authorizes entry on the right of way for wood cutting operations. I think more likely the public will proceed without authority and if so, a specification change would do no good.

Through the use of specifications we cannot expect to prevent unlawful acts by the public.

Mainly I dislike being stampeded into a new specification as a result of one incident which will not likely be repeated and which I feel we can control with present specifications.

ACH:mk

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson ACB
Savage
Trout

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JH Copies to J. B. Boyd and Walt Hart

1-205

Salem, Oregon
January 25, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Tree Removal
East Portland Freeway

J. B. Boyd
Right of Way Engineer

I share your concern over the loss of the trees on the I-205 project.

The standard specifications fully covered the responsibility of the contractor for any damage the State or the public may incur by his irresponsible action. If it would appear that the contractor did act irresponsibly, then the State should be able to collect damages from the contractor to the extent of the losses. I will submit your recommended clearing specification to Construction and Region 1 for their review and recommendations.

JHV:jh
cc: C. T. Keasey
Walt Hart
Art Brummitt

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JAN 25 1977
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FORM 2-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE January 21, 1977

TO J. H. Versteeg
Road Design Engineer

JBBoyd

FROM J. B. Boyd
Right Of Way Engineer

SUBJECT Tree Removal
East Portland Freeway

The Right Of Way Section has worked diligently to save the trees on I-205. We have saved all the trees that have any value with the idea that if they could be preserved in the final design it would be to our credit.

The contractor on the project has allowed mayhem to occur. Please include in all future contract specifications only contractors or subcontractors may cut trees on Right Of Way or trees may only be removed when they are clearly marked REMOVE.

Due to the contractors actions, we have been forced to patrol the area of Powell Avenue to the Columbia River, two shifts a day. This is to prevent indiscriminate cutting of trees both on property owned by the Highway Division and that which is in the near vicinity to our property lines.

Please see if by clearly defining their responsibility we can avoid further problems.

JBB:ha

cc: F. B. Klaboe
Scott Coulter
R. N. Bothman
R. L. Schroeder
Walt Hart
Lou Grothaus

1 Versteeg
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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Multnomah

ITEM NO.: I-543

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
STate of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
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DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 10-13-76

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:

"Clackamas River - Washington State Line
(S.E. Powell Blvd. - S.E. Foster Rd. Section"

GENERAL DESCRIPTION OF WORK:

Utility preparatory work by consultant

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility preparatory work
(Powell Valley Water District)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letters of 11-15-76 and 1-10-77, I approve the consultant agreement for engineering services with Carter Bringle and Associates and Powell Valley Road Water District effective 10-13-76 at a total estimated cost not to exceed $7,500 - Federal funds $6,918.00. Net fee for this agreement shall not exceed $245.95.

Approval of construction engineering is withheld pending submission of construction cost estimates and request for authorization to proceed with construction. You are authorized to proceed with utility preparatory work.

DATE: 1-25-77

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED.

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975

8456

FORM 8-F

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE January 21, 1977

TO J. H. Versteeg
Road Design Engineer

FROM J. B. Boyd
Right Of Way Engineer

SUBJECT Tree Removal
East Portland Freeway

The Right Of Way Section has worked diligently to save the trees on I-205. We have saved all the trees that have any value with the idea that if they could be preserved in the final design it would be to our credit.

The contractor on the project has allowed mayhem to occur. Please include in all future contract specifications only contractors or subcontractors may cut trees on Right Of Way or trees may only be removed when they are clearly marked REMOVE.

Due to the contractors actions, we have been forced to patrol the area of Powell Avenue to the Columbia River, two shifts a day. This is to prevent indiscriminate cutting of trees both on property owned by the Highway Division and that which is in the near vicinity to our property lines.

Please see if by clearly defining their responsibility we can avoid further problems.

JBB:ha

cc: F. B. Klaboe
Scott Coulter
R. N. Bothman
R. L. Schroeder
Walt Hart
Lou Grothaus

RECEIVED
JAN 24 1977
Office [illegible]

8456

FORM E 3_ (REV 10 6_)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, OR
January 21, 1977

To: Memo To File

SUBJECT: S.E. Powell Blvd - S.E. Foster Rd
East Portland Freeway
Contract: 8456
Operation Firewood

On the afternoon of Friday, Jan. 14, 1977, the contractor informed me that he had decided to let the people in the area surrounding subject project cut the trees from Powell to Foster so that they could use them for fire wood. I came out to the project on Saturday, 1-15-77, and observed people cutting wood. The operation was going smoothly and people were very enthusiastic and considerate. The availability of these trees spread by word-of-mouth and resulted in a very large turn out on Sunday, 1-16-77. My assistant, Mr. Wendell Stanley, was called out by the city police who feared the situation might get out of hand. Mr. Stanley reported that the people were, for the most part, very well behaved and delighted to get the wood. Three parties strayed north of Powell and cut a total of three medium to small sized trees in the vicinity of Mill St. Mr. Wendell Stanley informed them that they could not cut any trees north of Powell Blvd. They left the area immediately.

I was amazed at the apparrant need that the local people have for fire wood. Through out this past week I have observed elderly people combing through the slash piles salvaging limbs down to the size of 1" diameter. I talked to several of them and they all said that they have trash burners in their kitchens which they use for heating purposes as they cannot afford oil or electricity. They thanked me and the contractor for the opportunity to salvage the wood and the limbs which otherwise be wasted.

Instead of a fiasco which some people seeking sensationalism have termed it, I consider it a worthwhile endeavor and one for which the local community, comprised of predominately underprivileged and elderly poor, were very grateful.

"SAVE" was painted on several trees with silver spray paint as their availability was questionable. As lines were reestablished it became apparent that some of these trees would have to be removed. This was done leaving a small number (less than ten) showing silver paint. These marks will be removed.

RECEIVED
STATE HWY ENGR
JAN 24 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Roy T. Heinz

Roy T. Heinz,
Resident Engineer

cc: Walter Hart
Bruce Boyd
Scott Coulter
George Bell
Robert Bothman

cy F B Klaboe
1-25-77

1436 yellow 1-205

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

January 19, 1977

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

SUBJECT: S.E. Powell Blvd.-S.E. Foster Rd. Sec.
East Portland Freeway
Multnomah County

TO: Roy Heinz
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9089	00	Mainline, 15' Lt. & Rt.	Profile Grade
	01	Mainline, 15' Lt. & Rt.	Subgrade
	02	"L^s" & "L^n", 24' Rt. "L^s" & 24' Lt. "L^n"	Profile Grade
	03	"L^s" & "L^n", 24' Rt. "L^s" & 24' Lt. "L^n"	Subgrade
	04	"BL" Line, Centerline	Profile Grade
	05	"BL" Line, Centerline	Subgrade
	06	"BLE" Line, 14' Lt.	Profile Grade
	07	"BLE" Line, 14' Lt.	Subgrade
	08	"BLE" Line, 14' Rt.	Profile Grade
	09	"BLE" Line, 14' Rt.	Subgrade
	10	"SP" Line, 12' Rt.	Profile Grade
	11	"SP" Line, 12' Rt.	Subgrade
	12	"SP" Line, Centerline	Profile Grade
	13	"SP" Line, Centerline	Subgrade
	14	"SP" Line, 12' Rt.	Profile Grade
	15	"SP" Line, 12' Rt.	Subgrade

16	"SP" Line, Centerline	Profile Grade
17	"SP" Line, Centerline	Subgrade
18	"DP" Line, 12' Rt.	Profile Grade
19	"DP" Line, 12' Rt.	Subgrade
20	"DP" Line, Centerline	Profile Grade
21	"DP" Line, Centerline	Subgrade
22	"DS" Line, 12' Rt.	Profile Grade
23	"DS" Line, 12' Rt.	Subgrade
24	"DS" Line, Centerline	Profile Grade
25	"DS" Line, Centerline	Subgrade
26	"WAR" Line, Centerline	Profile Grade
27	"WAR" Line, Centerline	Subgrade
28	"TWAR" Line, Centerline	Profile Grade
29	"TWAR" Line, Centerline	Subgrade
30	"PS" Line, Centerline	Profile Grade
31	"PS" Line, Centerline	Subgrade
32	"NP" Line, Centerline	Profile Grade
33	"NP" Line, Centerline	Subgrade
34	"BLG" Line, Centerline	Profile Grade
35	"BLG" Line, Centerline	Subgrade
36	"BF" Line, 16' Rt.	Profile Grade
37	"BF" Line, 16' Rt.	Subgrade
38	"BLC" Line, Centerline	Profile Grade
39	"BLC" Line, Centerline	Subgrade
40	"BT" Line, Centerline	Profile Grade
41	"BT" Line, Centerline	Subgrade
42	"BT" Line, Centerline	Profile Grade
43	"BT" Line, Centerline	Subgrade
44	"BT" Line, Centerline	Profile Grade
45	"BT" Line, Centerline	Subgrade
46	"GC" Line, 16' Rt.	Profile Grade
47	"GC" Line, 16' Rt.	Subgrade
48	"HD" Line, Centerline	Profile Grade
49	"HD" Line, Centerline	Subgrade
50	"PSC" Line, 16' Rt.	Profile Grade
51	"PSC" Line, 16' Rt.	Subgrade
52	"BLH" Line, Centerline	Profile Grade
53	"BLH" Line, Centerline	Subgrade
54	"HO" Line, Centerline	Profile Grade
55	"HO" Line, Centerline	Subgrade
56	"RM" Line, 16' Rt.	Profile Grade
57	"RM" Line, 16' Rt.	Subgrade
58	"SH" Line, Centerline	Profile Grade
59	"SH" Line, Centerline	Subgrade
60	"PBX" Line, Centerline	Profile Grade
61	"PBX" Line, Centerline	Subgrade
62	"HA" Line, Centerline	Profile Grade
63	"HA" Line, Centerline	Subgrade
64	"FN-F" Line, Centerline	Profile Grade
65	"FN-F" Line, Centerline	Subgrade
66	"FS-F" Line, Centerline	Profile Grade
67	"FS-F" Line, Centerline	Subgrade

68	"KY" Line, 16' Rt.	Profile Grade
69	"KY" Line, 16' Rt.	Subgrade

BG:az
Attachment
cc: Bob Gettis

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Multnomah

ITEM NO.: I-543

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO Quinn
FOR
[illegible] Inve R/D D/R Sign [illegible] [illegible]

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 12-28-76

FEDERAL ROUTE NUMBER: Interstate 205

STATE ROUTE NUMBER: Primary 64

GENERAL LOCATION:

"Clackamas River-Washington State Line"
(S.E. Powell Blvd.-S.E. Foster RoadSection"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Utility adjustments
TEC $13,283 - FF $12,257
(Powell Valley Road Water District)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's 12-28-76 letter, you are authorized to proceed with the actual adjustments for the Powell Valley Road Water District's water facilities. Since the utility is not adequately staffed to perform the necessary work with its own forces, the contract method of performing such work as indicated in the estimate is satisfactory providing the appropriate civil rights clauses are included.

I approve theagreement with Powell Valley Road Water District consisting of State's letter of conflict dated 11-8-76, the Utility's letter of 12-27-76 and the plans and estimate furnished by Mr. Cartwright's letter of 12-28-76.

DATE: 1-5-77

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8456 S.E. Powell Blvd.-S.E. Foster 1976
Rd. Sec. of E. Ptld. Fwy.
(Grading, paving & structures)#1

8456 I-205

STATE OF OREGON 1859

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • • PORTLAND, OREGON • • 97213

ROBERT W. STRAUB
GOVERNOR

December 29, 1976

Telephone 238-8254

ROBERT C. HYLE, Manager
Bureau of Water Works
City of Portland
1800 Southwest Sixth Avenue
Portland, OR 97201

Attention: Virgil Stiger

Subject: Fire Hydrants
Powell Boulevard-Foster Road Section
East Portland Freeway
Multnomah County

This will confirm my verbal request for an additional fire hydrant to be located in the southeast quadrant of S.E. Foster Road and the "W-Off" ramp of I-205 as shown on the attached sketch.

This addition, coupled with your previously submitted plans, should fulfill our needs in serving this section of I-205 with adequate fire hydrants.

Gary Kennen
GARY KENNEN
Metro Utility Engineer

ldo

bcc: Road Design
Utility Unit 1-3-77

Copy

___ Versteeg ___
1
___ Olson ___
2 Christensen ___
___ Scott ___
___ Swenson ___
___ Savage ___
___ Trout ___

RECEIVED
JAN 03 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ___
Bring Up ___/___/___
Other ___

REFERRED TO

___ Beard ___ ___ Reed ___
___ Cole ___ ___ Sample ___
✓ Eriksen FE ___ ___ Watson ___
___ Hager ___ ___ Wolfe ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: December 27, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(36)307
SE. Powell - SE. Foster Road Section
SE. Harold Street - Steel Street Pedestrian U'xing
(Foundation Design)

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
ATTN: W. J. Hart

We have reviewed Mr. Hart's December 15 memorandum on the above freeway section and still feel that spread footings are a satisfactory solution for the Steel Street Pedestrian structure.

Because of your concern in the settlement of granular highway approach fills (even with careful compaction requirements and the installation of concrete approach panels), we will not pursue a change on all pile-designed abutments in this short contracted section of I-205. However, we feel the Steel Street Pedestrian structure is an excellent example for trying the spread footing concept without incurring adverse maintenance costs.

✓ Please redesign the footings of the structure and offer them to the contractor as an alternate, and inform us of the economical advantage.

For G. L. Green

RECEIVED
STATE HWY ENGR
DEC 28 '76
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

December 15, 1976

FHWA 1041BR

S.E.Powell-S.E.Foster Road Sec.
Oxing S.E.Harold St. and Steel St. Pedestrian Oxing
East Portland Freeway

Your letter of November 22, 1976, suggests the use of spread footings to support structure bents founded in fills. We agree that in theory new fills constructed of suitable material and compacted in accordance with the specifications should be suitable for support of spread footings for structure ends. However, past experience has shown that fill settlement at bridge ends has been a constant problem, regardless of the effort made in both the specifications and construction of the ends of fills. This is apparent in the now common use of impact panels in the roadway at the ends of most major structures. If no settlement was expected, these panels would not be necessary.

We do not feel that the possible savings in structure cost by using spread footings in new fills warrants the risk of possible excessive structure settlement and resulting structural damage. Until our experience indicates that settlement of new fills is not a problem, we believe the use of piling to support bridge ends is warranted.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

cc E. S. Hunter
L. W. Rulien

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 22, 1976

In reply refer to: 1041BR

RECEIVED
STATE HWY ENGR
NOTED
E. S. HUNTER
NOV 24 '76
REFER TO
FOR
Info | Hvg | R-D | D/R | Sign | Act | File
[✓ D/R]

SUBJECT: Oregon Project I-205-7(36)307
SE. Powell - SE. Foster Road Section
(SE. Harold Street O'xing and Steel Street U'xing)

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

[illegible] 11-24-76

We have received on October 11 your foundation recommendations dated October 5 and have reviewed them in both our Regional and Division Offices. In view of the fact that we have approved advertising, it would seem inappropriate to recommend any major changes.

However, if you feel the following comments warrant alterations and might be implemented without undue costly changes and still maintain the integrity of the projects, we would look with favor on a cost-saving addendum or change order.

On pages 3 and 6 of the Harold Street and Steel Street foundation reports, the statements are made, "If the structure design or economic analysis of foundation types justifies the use of spread footings end bents, founded in the new fill, their use could be satisfactory." However, the following comments contain the contradictory statement, "There is some concern that the fill placed under the proposed end bents will not be compacted to sufficient and uniform density. Due to this suspected lack of control on fill placement and compaction, excessive settlement may occur."

The statements are contradictory, and we can see no reason why you cannot obtain an adequately compacted fill. Excessive settlement due to lack of control does not seem to be consistent with your field inspection crews' careful control during construction. If the proposed fill were to be constructed of a poor quality material such as clay, we would agree there would be cause for concern. However, the foundation report indicates the fill will consist of sandy gravels coming from the depressed freeway cut sections to the north. For such good quality fill material, both fill placement and compaction can be easily controlled with proper specifications and adequate construction supervision. Fill material compacted to 95 percent standard AASHTO density will give adequate spread footing support.

RECEIVED
NOV 29 1976
BRIDGE SECTION

Earthquake loading does not appear to be a problem, and a spread footing will give more lateral resistance than piles.

Please note on all future projects involved in this section where adequate fill material is available, we would expect material and compaction controls be exercised on the structure fills. On all bents where generally granular material is available, spread footings should be designed or offered as an alternate.

For/ J Hatchell

G. L. Green

843½ 13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
December 9, 1976

FILE: 626-1909

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Foster/Powell section
I-205

TO: MEMO TO THE FILE

Paul Herman, city of Portland "noise expert", contacted me regarding the subject project. He had received numerous requests from contractors bidding on the job, relative to a variance of the city's noise ordinance, in order to go to a two-shift operation.

He works with a board that addresses variances to the current ordinance which in essence prohibits heavy construction activity between the hours of 6 p.m. and 7 a.m. weekdays, and 6 p.m. Saturday to 7 a.m. Monday, as well as holidays.

The board he works with is not agreeable to issuing noise variances to a variety of contractors on a project, and have determined they will only issue a variance to a contractor on a project with the specific conditions relative to his particular operation, equipment, and request.

Paul's suggestion is that the state obtain the variance, which would then establish the base for bidders to estimate project bids. I said the problem with that is that we are not attempting to restrict or manage a contractor's operations, but will allow them to operate with maximum flexibility in order to obtain the most economical product.

However, it seems in this particular case it might be appropriate for the Highway Division to request a variance on the I-205 project, in total, for some negotiated operation; e.g., the 16-hour period from 7 a.m. to 11 p.m., allowing a two-snift operation and give the contractor that option. It may be possible that the state could do the necessary negotiations as to the conditions to such a variance, and then in perhaps a broad way equalize the basis for bidders on future projects.

I advised Paul that it would be too late on existing projects; we would have to proceed as we have for several years, that being the contractor should base his bid upon the ordinance and any variance he can talk the city out of would be to his benefit.

It may be possible that after this occurs with the Foster/Powell project, that that can provide some guidelines for the city to issue a variance on the remainder of the projects on I-205.

Paul advised the next meeting of the board to consider variances is December 15, and he invited me to present or discuss the noise variance problems as they relate to I-205 at that time, if I so desired. (Reminder to call Paul by the 13th if I decide to present it at the December 15 meeting)

ebg

NOTED
COULTER

STATE HWY ENGR
REFER TO
FOR

cc: H. S. Coulter
C. T. Keasey
J. H. Versteeg
W. J. Hart

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 8, 1976

NOTED

H. S. COULTER

FILE:

ST. ... ENGR

DEC 8 '76

REFER TO

FOR

D.R. Sign Act File

FROM: J H Versteeg

J. H. Versteeg
Road Design Engineer

SUBJECT: Design Policy
I-205

TO: E. S. Hunter
Deputy State Highway Engineer

The status of the design policy question on asphalt shoulders, illumination, access control fencing, emergency hydrants and water lines on I-205 are as follows:

ASPHALT SHOULDERS

Based on Metro's concern for delineation of traffic control the shoulders will be asphaltic concrete. The ramps and weaving lanes will be PCC.

ILLUMINATION

Illumination is warranted on I-205 and will be designed considering energy conservation. When illumination is warranted and installed it will remain on during all hours of darkness.

Pole heights will be a design consideration so the design engineer can provide the most economical type system and still maintain the required average illumination and uniformity ratio.

EMERGENCY HYDRANT AND WATER LINES

We will follow a policy similar to that in Washington. That policy provides for installation of hydrants at grade of the arterial streets crossing over or under the freeway, and outside the access control fence at a maximum interval of 1,500 feet, located at the cul-de-sacs on city and county streets. The access control fence would be provided with rings, or fabricated openings, to accommodate the placement of hoses from the hydrants to the freeway.

ACCESS CONTROL FENCING

The policy is to maximize the right-of-way made available to the public along I-205 locating the fence at or near the top of the sound berms.

The area being made available to the public will be a strip of 3:1 slope approximately 20' wide plus a variable distance to the bicycle trail and then to the street or private property line. This distance outside the fence would vary from 50' to more than 100' on the Powell to Foster Section.

This was approved by Mr. E. S. Hunter on November 10, 1976.

APPROVED

E Hunter

DEPUTY STATE HIGHWAY ENGINEER

Date 12-9-76

JHV:jh

cc Versteeg,
Bothman. Batter 12-9-76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
December 2, 1976

FILE: 626-1909
(330)

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

SUBJECT: I-205 design policies

TO: H. S. COULTER
State Highway Engineer

NOTED
H. S. COULTER

Submitted for your consideration were the following recommendations for policies to direct the design of I-205:

1. Asphalt concrete shoulders, August 17 and September 24 - Waiting for additional info. —
2. Illumination, September 24 — Approved as per Hunter note 11/10.—
3. Emergency hydrant and water lines, September 27 - Bridge plan approved as I remember E.S.H. will follow up on balance.—
4. Access control fence, September 28 - Approved. —

Hunter is responsible for co-ordination of Design activities. —

The development of I-205 has been a cooperative process with local jurisdictions. I am concerned that this cooperation be continued, and that commitments made during the development of the project are fulfilled in the final design.

I've made every attempt to work out the design through the Interdisciplinary Team No. 1, including Versteeg, Potter, and Boyd, with assistance from Hart and George, although the latter are not members of the team.

I believe policy direction should be provided to the designers in the areas numbered above, as well as others in order the final design can meet the objectives established and agreed upon with local jurisdictions and OSHD. Further, I believe if maximum use of the interdisciplinary team concept--a cooperative effort between staffs--is to be utilized, consideration should be given to policies derived from that effort.

If there are problems with the policies proposed, I would appreciate an opportunity to discuss them with you, otherwise, approval of the recommendations would be appreciated.

ebg

cc: I.D. Team No. 1 members (ESH)
J. H. Versteeg
G. A. Potter
J. B. Boyd

cy Bothman

RECEIVED
STATE HWY ENGR
DEC 3 76
NOTED
E. S. HUNTER
REFER TO
12-8-76 → Hunter — TAH
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BOx 300
Salem, Oregon 97308

DATE: December 3, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon I-205-7(2)303
East Portland Freeway
Shoulder Paving

FROM : G. L. Green, Division Administrator

Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

By letter dated November 19, 1976, Mr. Versteeg has requested "understanding and concurrence" in the use of Asphaltic Concrete shoulders on I-205. Concurrence had previously been given to PCC shoulders.

Based on experience in other parts of the country, the PCC shoulders do not seem to cause operational, delineational, traffic control or safety problems. According to data supplied with your previous request, it seems that long term maintenance costs would be lower with PCC. Both AC and PCC are, however, acceptable for use on the Interstate System.

While understanding is difficult, the choice is yours. I concur in the AC shoulder system as proposed.

Malach
for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 6 '76
REFER TO
Versteeg
FOR
Info Inves R/D D/R Sign Att

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 19, 1976

Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Attention: E. J. Valach

Gentlemen:

Re: Surfacing
East Portland Freeway
Multnomah County

Concrete shoulders on the right of the travel lanes have been considered on the remaining sections of I-205. The frequency of on-ramps and off-ramps and the need for weaving sections have caused a revision of the proposed concrete shoulder question.

Delineation and traffic control are major concerns of those who will be responsible for the operation of the freeway after the construction has been completed. Based on these concerns for operation, delineation, traffic control and traffic safety it has been determined that these operational needs could exceed the long-term potential maintenance benefits of the concrete shoulders.

Your understanding and concurrence in this change of priorities is solicited. Attached for your information is a 1" = 100' map delineating the concrete surface travel lanes, on- and off-ramps and weaving sections proposed for I-205 freeway construction.

Very truly yours,

J. H. Versteeg
Road Design Engineer

JHV:jh
cc: E. S. Hunter ✓

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO

FOR

Info	Inves	R/O	D/R	Sign	Act	File

Form 81-734-3122

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 9, 1976

TO J. H. Versteeg
Road Design Engineer

FROM Gordon Beecroft
Research Engineer

SUBJECT I-205 Continuously Reinforced Concrete Pavement Design

You asked for comments on Wayne Reed's letter discussing design details associated with the use of the recently approved 9" thickness for continuously reinforced concrete pavement.

I gather the FHWA approval was based primarily on justification for additional structural need arising from the increased axle weight allowances as opposed to a provision for planing the surface to remove ruts. In casual conversations, I got the impression they will not approve extra thickness for planing until we abolish the use of studded tires. However, if the 9" design is truly conservative, provision to plane up to 1" from the surface is advisable, in my view. Some planing is already being done with an indication that it is an economically feasible rehabilitation technique. There is a prospect of its being a much more favorable solution in future use. Planing of about 1/2" can remove wheel track ruts and restore a good frictional texture.

As you propose, the longitudinal steel can be placed at the same level as for an 8" pavement without reducing its effectiveness.

The use of the terminal anchor lugs formerly used in our design would accomodate future planing without difficulty. If the sleeper slab and the W12 x 58 steel beam is selected because of construction considerations, could the beam be recessed an inch?

I gather from your telephone comments, FHWA will not approve going to added thickness on bridge decks, which is unfortunate. The decks are subject to the same wear as the pavements and it would seem quite practical to provide for it.

It is gratifying you obtained authorization to use the 9" pavement thickness.

GB:lt

cc: R. L. Schroeder

RECEIVED
NOV 10 1976
Office of
Assistant State Highway Engineer

[illegible]
R. L. [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 626-1909
(330)

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
September 24, 1976

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: I-205 asphaltic concrete shoulders

TO: SCOTT COULTER
State Highway Engineer

In accordance with your request, both Multnomah County and city of Portland staffs have been posed the question of asphalt versus PCC shoulders on I-205.

The city planning and city traffic staff prefer AC shoulders. The engineering staff defers to our decision based upon a structurally sound facility.

Both engineering and planning staffs of Multnomah County would take no official position, but support a decision based on good engineering facts.

Bob Ewen has reviewed the issues concerning shoulders, and recommends concrete in areas of heavy traffic and heavy traffic movements such as between the South Bafield interchange and Powell Boulevard. He strongly urges that where the number of lanes is critical, such as the Maywood Park area, we provide AC shoulders.

I reviewed Hal Versteeg's report to you, supporting concrete shoulders.

I also reconsidered the points which led me to request further consideration of AC shoulders on I-205.

Although I agree with the seven points in Hal Versteeg's letter, I do not agree with his conclusions from those points.

I believe asphaltic concrete shoulders should be used on I-205 in order to provide a total commitment to the design, including the busway; provide for maximum future revisions to the facility, should that need occur; continue an existing policy to use asphaltic concrete shoulders; address the highly controversial area of Maywood Park; and provide the best operational characteristics with the distinction in texture and color between the six travel lanes and the auxilliary and shoulder area.

In summary, I believe the operational characteristics of asphaltic concrete shoulders outweigh the cost consideration of PCC shoulders.

ebg

[illegible]

SEP 27 '76

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
August 24, 1976

FILE:

NOTED
H. S. COULTER

FROM: J. H. Versteeg
Road Design Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: I-205 Freeway
Portland Cement Concrete
Shoulders

RECEIVED
STATE HWY ENGR
AUG 24 '76
REFER TO
Bothman — which way?
FOR
Info | R.C. | D.R. | Sign | Act | File

The right-hand (truck) lane on all our freeways require the greatest maintenance, have the shortest pavement life, poorest ride and structurally fails before the other lanes. Concrete shoulders on the right to support the truck lane are being proposed on I-205 by the Design Section. The following is quoted from the PCA publication in support of concrete shoulders.

"An additional advantage of a properly designed joint at the shoulder-roadway juncture is the support given by the shoulder to reduce roadway pavement deflections, adding to the serviceability of the pavement and prolonging its life.

"The effect on the magnitude of edge deflections by the addition of a tied concrete shoulder has been investigated. PCA research indicates about a one-third reduction in roadway pavement edge deflections when a tied shoulder is used. Researchers at the University of Texas in 1972 showed that a tied shoulder with the same design as the adjacent roadway pavement (8-in. continuously reinforced concrete pavement) reduced deflections at the roadway pavement edge by one-half (Fig. 3). When a fatigue relationship was applied in the Texas study, it was shown that the presence of the shoulder increased the service life of the pavement approximately two and one-half times that for a pavement without a shoulder or with an asphalt shoulder."

In response to Mr. Bothman's letter I have the following comments.

1. There is no intent to change the design concept of a six lane freeway. I would agree that the 12' concrete shoulder could appear to be an attempt to circumvent out commitment. A reduction in the concrete thickness of the shoulder might resolve this question.

2. The use of PC shoulders has been experimental until removed from that category by FHWA (Transmittal 130, April 16, 1975).

   Findings during experimental studies have shown concrete shoulders to be superior or equal to AC shoulders and maintenance costs have been minor. Concrete shoulders are viewed as an added safety to traffic.

   It would seem that this is a logical place to initiate concrete shoulders.

3. The Maywood Park Area is super sensitive beyond a doubt. The left shoulders were planned as asphaltic concrete, the right shoulders and the auxiliary lanes could be constructed of asphaltic concrete in the Maywood Area between 102nd and Prescott Streets.

4. With or without a concrete right shoulder I-205 has limited auto capacity and does include transit.

5. We are planning a 10' asphaltic concrete left shoulder and 12' PCC right shoulder. Flexibility for redesign is inherent in this proposal.

6. The design of I-205 does involve a number of rather complicated interchanges with a minimum of auxiliary lanes. The distinction in texture and color between the PCC and AC is an advantage in providing for the handling of traffic through the transition sections.

7. Rumble stripes can be added to the PCC shoulder along the pavement stripping and/or texturing, if required, to give distinction between the shoulder and the travel lane and would discourage driving on the PCC shoulder.

The frequency of maintenance and the interference with traffic are less on the PCC shoulder. It seems to me the longer life, less maintenance, less interference with traffic favors the PCC shoulder even if the operational characteristics are less favorable than the asphaltic concrete.

The advantages of the PCC shoulders over the asphaltic concrete shoulders for longer pavement life on the truck lane, less maintenance cost for the shoulder and less interference with traffic are significant from an engineering viewpoint. Mr. Bothman's concerns based on changing the design concepts, limiting auto capacity, are valid based on the political reality in the urban area.

I would still recommend a concrete right shoulder on I-205 for the reasons stated. This concept does require the concurrence of the Metro Engineer because he will have to defend the design at the local level.

JHV:jh

Discussed w/ Bothmon — Suggested he discuss with county & city to determine amount of opposition to placing concrete shldrs on right side only, — If only minimum opposition is displayed we can accept recomendation above. — HSC

[illegible]
8 30 76

Portland Cement Association. Of eight different joint design combinations studied in an 8-in.-thick slab, the most effective was an aggregate interlock joint with tiebars, followed in order by an elastic joint, a half-round key with tiebars, a trapezoidal key (U.S. Army Corps of Engineers design) with tiebars, a doweled joint, and a smooth butt joint with tiebars. The two untied joints in the experiment were the least effective, regardless of their configuration.

Shoulder-Roadway Continuity

An additional advantage of a properly designed joint at the shoulder-roadway juncture is the support given by the shoulder to reduce roadway pavement deflections, adding to the serviceability of the pavement and prolonging its life.

Studies of the causes of pavement joint faulting have contributed to an understanding of the benefits to be gained from a rigid shoulder tied to the pavement. Serviceability losses of concrete pavements are generally not a result of structural failure, but rather it is the faulting of joints or cracks that causes loss of rideability. Research has shown that faulting (or stepping) results from pumping, subbase consolidation, or the deposit of waterborne material under the approach side of the joint, all of which are brought on by excessive water movement caused by flexing of the pavement under heavy truck traffic. This hydraulic activity and resulting deposits are greatest near the outside edge of the pavement where deflections are greatest and slab corners may have lost contact with the subgrade due to upward curl.

With the proper design of the joint between shoulder and roadway, the stiffness of the pavement system is increased. The improved continuity between shoulder and pavement permits the two to act together to resist deflections in the unsupported area and to reduce the hydraulic forces at work under the pavement at the joint. Maximum roadway support is illustrated in Fig. 2.

The effect on the magnitude of edge deflections by the addition of a tied concrete shoulder has been investigated. PCA research indicates about a one-third reduction in roadway pavement edge deflections when a tied shoulder is used. Researchers at the University of Texas in 1972 showed that a tied shoulder with the same design as the adjacent roadway pavement (8-in. continuously reinforced concrete pavement) reduced deflections at the roadway pavement edge by one-half (Fig. 3). When a fatigue relationship was applied in the Texas study, it was shown that the presence of the shoulder increased the service life of the pavement approximately two and one-half times that for a pavement without a shoulder or with an asphalt shoulder.

Sealing Joints

The need for sealant in shoulder contraction joints has not been conclusively established. Where the shoulder is placed with roadway pavement, construction convenience may dictate the same jointing and sealing methods and materials in the shoulder as in the mainline pavement. Where the shoulder is added separately, low cost rubber-asphalt compounds appear to be sufficient insurance against the entrance of incompressibles or excess surface water. Plastic inserts are also an acceptable alternate to sealed groove joints.

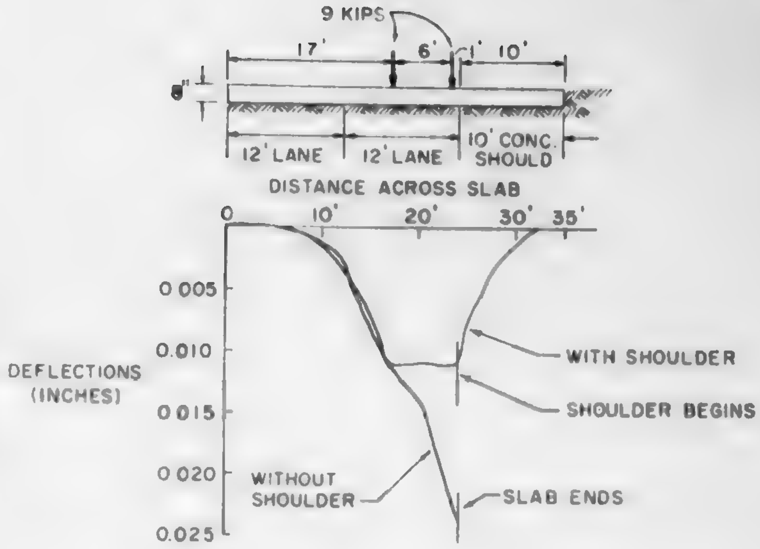

Fig. 3. Transverse section and deflection profile for 8-in. continuously reinforced concrete pavement with and without concrete shoulders. (Source: Research Report 56-26, University of Texas, May 1972)

Early experimental shoulder projects in Illinois included both sealed and unsealed longitudinal joints and showed no clear-cut advantages for sealing. Although the need for sealing longitudinal shoulder joints even in frost areas is questionable in view of the foregoing experience, for its relatively low cost it is good insurance against leakage to the subgrade at this critical point. Because of the small amount of movement at a tied joint of this type, the sealant can be a low cost rubber-asphalt compound with a low extension-compression range. For the sealant reservoir, a space not greater than 3/8 in. by 3/4 in. should be formed in the shoulder side of the joint.

Where shoulder and roadway pavements are constructed in a simultaneous operation, the longitudinal joint between the two can be sawed and sealed or formed with a plastic-ribbon insert that is left in place and requires no sealing.

Surface Delineation

Shoulder design should include provision for a surface sufficiently different from the traveled way to permit instant driver recognition of the limits of the traffic lane. This difference can be attained through changes in color or texture, and by physical changes in the shoulder surface that heighten through sound and feel the visual impact on the driver. The most effective means of accomplishing the latter has been a series of transverse corrugations or rumble strips impressed at intervals into the plastic concrete during construction. These can be placed at a very low cost and are a permanent part of the shoulder structure. They impart a visual-audio-vibratory impression to the driver, warning him that he has left the traffic lane. Width and spacing of corrugated sections must be correlated with design speed. A spacing of 60 to 100 ft. between rumble strips is appropriate where design speed is 50 to 70 mph. Spacing is reduced

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OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
August 17, 1976

FILE: 626-1909
(330)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: I-205 Freeway - Portland Cement Concrete shoulders

TO: H. S. COULTER
State Highway Engineer

The Division has requested approval from FHWA to proceed with Portland Cement Concrete (PCC) shoulders on the SE Powell-SE Foster Road section and future sections of I-205.

ID Team #1 has addressed the surfacing for shoulders with the most recent discussion held June 24 resulting in no conclusions. The decision was left to Versteeg to pursue a final determination.

Several factors lead me to suggest that you give further consideration to AC shoulders on I-205, as follows:

1. ODOT is committed to the current design concept for I-205 which provides for a six-lane-capacity freeway, plus a separated busway. With the development of twelve-foot shoulders with the same structural design as the mainline freeway lane, it appears that provisions are being made for future use of the shoulders as freeway lanes. The total commitment to the chosen design, including the busway, is the only way that I-205 stands a chance to succeed as designed. Any deviation from that commitment will reduce the chance for a successful design concept.

2. Nowhere in the state of Oregon have we used PCC shoulders on the interstate, to my knowledge. We have used PCC for neither shoulders nor auxiliary lanes on projects as late as the I-5 section between Tualatin and Tigard completed this year. Even acknowledging the changing cost structure between PCC and AC, the issues involved on the I-205 Freeway would certainly raise questions as to the Division's intent.

3. The chosen six-lane design for I-205 is a compromise from earlier requests from Multnomah County and the city of Maywood Park to proceed with a four-lane freeway. Consideration has been given to not paving or stage constructing the auxiliary lanes as a means of reducing the size of the facility. The construction of an apparent six-lane freeway, plus four shoulder lanes which are no different than the auto lanes, plus two auxiliary lanes, will result in a freeway adjacent to Maywood Park of twelve lanes, plus the separated busway, for a total of fourteen lanes. By distinctively constructing the auxiliary lanes and the shoulders of a different material, there is an obvious differential made between the auto travel lanes and the emergency parking and auxiliary lanes. The project has been approved on this basis.

4. At issue is the initial design of the I-205 Freeway and the affect of that design on the development and redevelopment of the I-205 corridor land use. At this point an effort is being carried by the mayor of the

city of Portland to orient land use along I-205 to compliment the use of transit; e.g., high-rise apartments along the I-205 corridor. Effort must be made in the design of I-205 to initially provide a facility that will direct the development along the corridor towards the use of both transit and automobile. To do this, every indication must be made that the freeway is, in fact, of a limited-auto capacity, and includes transit capacity.

5. The use of AC shoulders would provide the most flexibility in redesign if that were the outcome of future study. One of the greatest advantages with the I-205 design is the flexibility to adjust to transit and/or auto requirements in the future. The use of PCC shoulders, in my opinion, will reduce the flexibility for redesign.

6. The design of I-205 does involve a number of rather complicated interchanges closely spaced with minimum auxiliary lanes. I believe the distinction in texture and color between the PCC and the AC is a substantial advantage in providing for the handling of traffic through the auxiliary lanes, transition sections, etc. The AC will provide a definite distinction between the mainline traffic lanes and the auxiliary lanes and shoulders. I think there will be substantially less possibility of autos using the AC shoulder as a travel lane than the PCC shoulder. From an operational standpoint, I believe the AC shoulders are superior to PCC shoulders, and the operational characteristic outweighs the cost consideration between PCC and AC shoulders.

ebg

cc: E. S. Hunter, w/attachment
J. H. Versteeg

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 3, 1976

In reply refer to: 1041A

SUBJECT: Oregon I-205-7(2)
Portland Cement Concrete Shoulders

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

In response to Mr. Hunter's ~~Schroeder's~~ August 6 letter, we approve your proposed continuously reinforced Portland cement concrete right shoulders on the remaining sections of I-205. The design of the shoulders is planned to include 8" of continuously reinforced concrete and a 6" cement treated base.

for G. L. Green
E. J. Valach

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Cy Bothman
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9-8-76

August 6, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Portland Cement Concrete Shoulders
I-205 Freeway

Portland cement concrete shoulders are proposed on the S.E. Powell-S.E. Foster Road Section and future sections of the I-205 Freeway:

> Shoulders--Eight-inch reinforced concrete portland cement concrete pavement adjacent to 8-inch reinforced portland cement concrete mainline. The base for both the mainline and shoulders will be 6 inches of C.T.B.

Portland cement concrete shoulders adjacent to mainline concrete pavement have been constructed for the past 12 years. Between 1970 and 1974, approximately 5.7 million square yards of concrete shoulder have been contracted in a total of 21 states. Of these, only sections in Illinois, Texas, and Michigan have had traffic for a sufficient length of time to fully evaluate their performance.

Evidence gathered from these experimental sections indicates a continuously good riding surface has resulted in added safety to traffic. Contributing further to the public safety, as well as monetary savings, is the reduced maintenance resulting from the more durable shoulder construction.

By Transmittal No. 130 to the Federal Highway Program Manual, dated April 16, 1975, the FHWA removed the construction of portland cement concrete shoulders from the Federal-Aid National Experimental Evaluation Program and stated that approval may be granted when economically justified.

It has also been stated by the FHWA that it is their policy to construct safe, maintenance-free facilities, consistent with reasonable expenditure.

Additionally, based on current experience with portland cement concrete traffic lanes and supported by recent information from the FHWA, the Portland Cement Association, and a paper entitled "Design Practices for Paved Shoulders" by R. G. Hicks, D. K. Emery and R. D. Barksdale, minimal maintenance is anticipated for the initial five to six years following construction, after which time it is estimated that unit costs without the troublesome rigid/flexible joint would approximate $250 per mile per year. This would be one-half or less than the fully asphaltic concrete roadway and sixty percent less than the rigid/flexible construction.

The severity of deterioration of the shoulder in the vicinity of the longitudinal joint appears to be significantly influenced by a number of factors including the following: (1) the strength and type of the structural shoulder sections; (2) traffic usage of the shoulder; (3) environmental factors; (4) subgrade conditions; and, in some instances (5) the design features of the mainline pavement.

The longitudinal pavement-shoulder joint problem is complex and the cause of a considerable amount of shoulder distress. From information received from our Maintenance Section, we are presently budgeting $500 per mile per year for lane/shoulder maintenance. We are advised that this figure is an average cost, heavily weighted by the preponderance of fully asphaltic concrete roads. It was estimated that maintenance costs on rigid paved facilities having flexible A.C. shoulders is approximately a third more, or about $650 per mile per year. This was attributed primarily to the chronic failure of the joint between the rigid and flexible surfacings, a classic example of which is the rigid paved section of I-5 between Canyonville and Glendale Junction.

Researchers at the University of Texas in 1972 showed that a tied shoulder with the same design as the adjacent roadway pavement (8 inches CRC shoulder and 8 inches CRC pavement) reduced deflections at the roadway pavement edge by one-half. When a fatigue relationship was applied in the Texas study, it was shown that the presence of the shoulder increased the service life of the pavement approximately two and one-half times that for a pavement without a shoulder or with an asphalt shoulder.

The I-205 Freeway will carry a significant amount of traffic (see attached prints showing the 1996 DHV for the Powell-Foster Section). Due to this traffic load, we feel the use of continually reinforced concrete shoulders in lieu of asphalt on the Powell-Foster and other sections is justified in terms of safety. CRC shoulders will provide a roadway surface requiring considerably less maintenance than asphalt. This will reduce maintenance activity and add appreciably to the safety of the maintenance worker and the motoring public.

Alternative estimates were developed for various PCC base designs and compared with the asphaltic concrete alternate. Following are the results of this comparison:

Base Design	Additional Cost Over Asph. Conc.	Percentage Increase In Cost
1. 6" CRC 6" CTB 2" Aggr. Base	$ 96,000	0.45%
2. 6" CRC 8" CTB	$108,000	0.51%
3. 8" CRC 6" CTB	$127,000	0.60%

As can be seen, the additional increases in cost of the concrete shoulder over the asphaltic concrete shoulder is minimal when compared to the estimated cost of $21,100,000 for the Powell-Foster Section.

Based on the proven results from the Texas Highway project and research conducted at the University of Texas and only slightly higher cost, we request approval of the 8-inch CRC design.

The increasing shortages of petroleum products will further reduce this cost differential on future sections of I-205.

Compared with the less measurable but equally important aspect of improved safety to the public and maintenance workers from reduced exposure, we feel that the use of CRC for the above item is more than justified.

Please review this proposal and indicate your approval and/or comments as soon as possible.

We are presently preparing plans for the Powell-Foster Section for the November 18, 1976 bid letting.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Enc.

bc H. S. Coulter
R. N. Bothman (enc.)
F. E. Terpin "
J. H. Versteeg
W. J. Hart "

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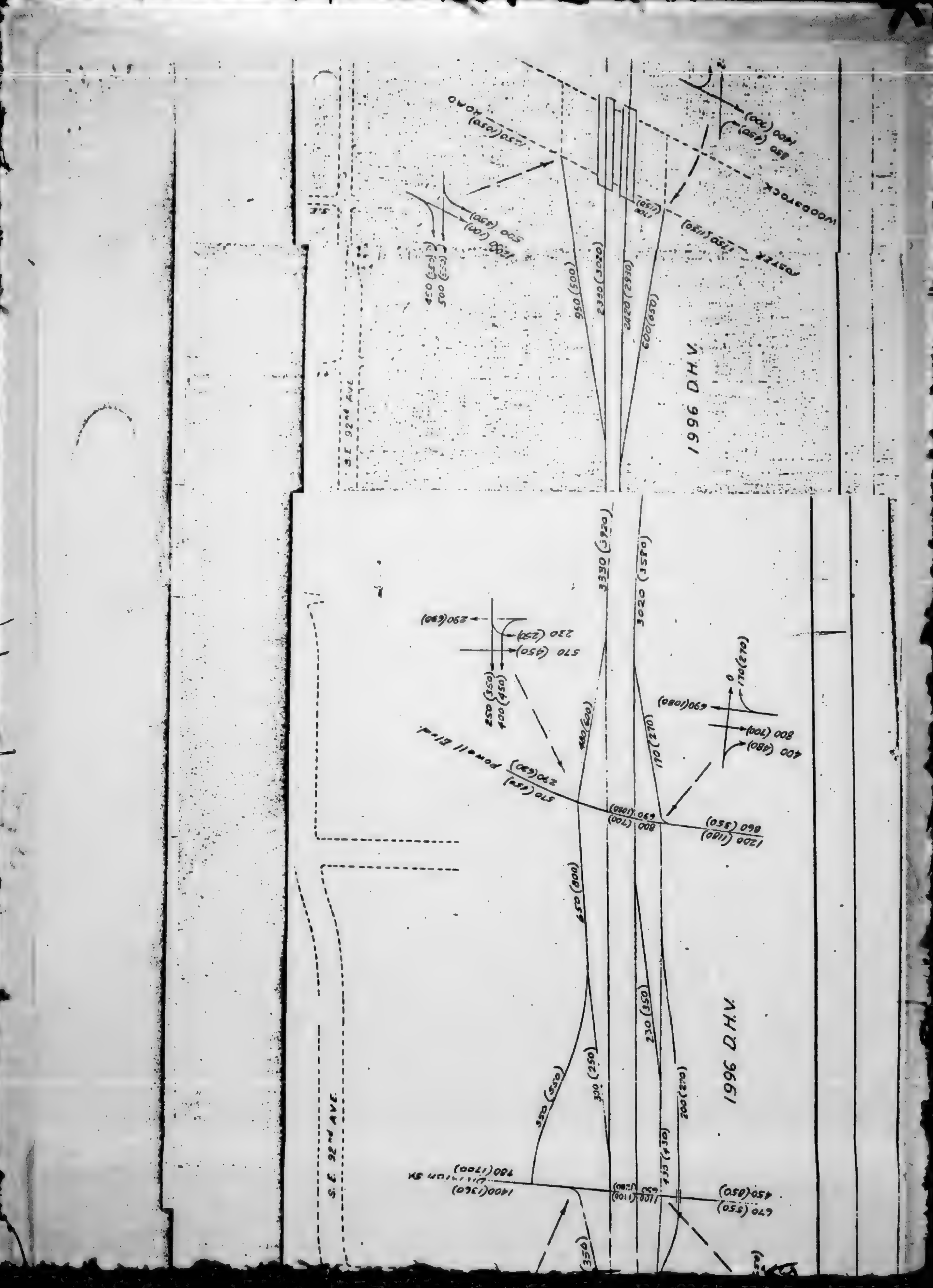
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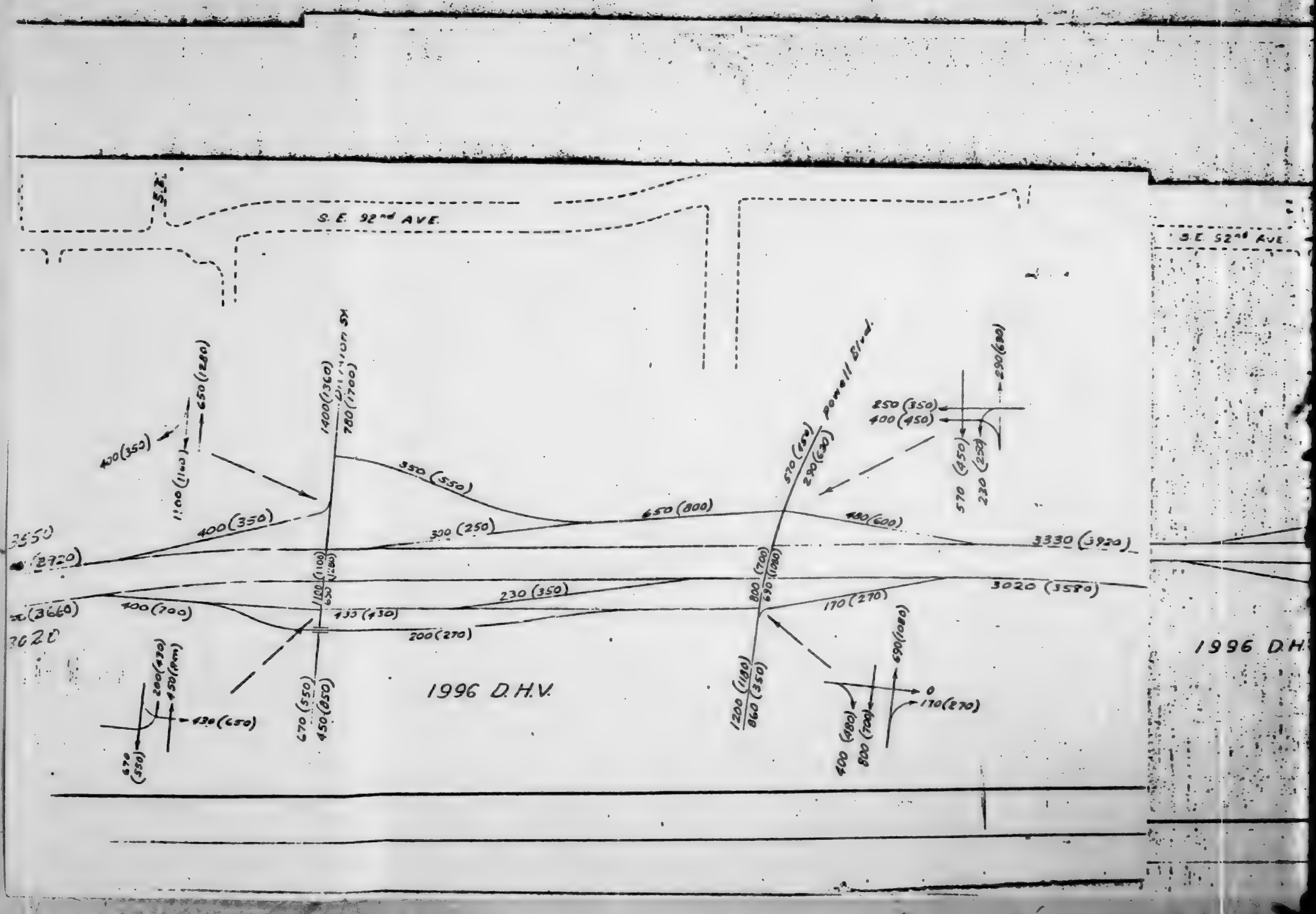
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Hal — I-205 Conc. Shoulders 7-6-76

Ernie is on vacation this week — I have discussed PCC shoulders w/Hossner and offer the following comments for your consideration in preparing your letter to Green.

1. Please note my remarks on Page 2 of the attached FHPM chapter. Estimates of different designs reflecting construction difficulty of stepped sections would help in the evaluation.

2. Another argument in favor of full depth shoulders, as proposed, is the flexibility for easy conversion to expanded use in a large urban area beyond the design year as a result of system changes and increased burden on existing facilities. Ref: I-5 in Portland. Conversion of use under heavy traffic would be easier if basic roadway structure is in place. In other words future flexibility at nominal cost.

The data you have in your Draft looks OK. to me.

Christianson

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID HIGHWAY PROGRAM MANUAL

VOLUME	6	ENGINEERING AND TRAFFIC OPERATIONS
CHAPTER	2	STANDARDS AND DESIGNS
SECTION	4	PAVEMENT DESIGN
SUBSECTION	5	PORTLAND CEMENT CONCRETE SHOULDERS

Transmittal 130
April 16, 1975
HNG-23

Par. 1. Purpose
2. Background
3. Approval of Concrete Shoulders
4. Performance Data
5. Design Criteria

1. PURPOSE

To prescribe Federal Highway Administration policies and procedures relating to construction of portland cement concrete shoulders adjacent to concrete mainline pavement and to remove such construction from the Federal-Aid National Experimental Evaluation Program.

2. BACKGROUND

a. Portland cement concrete shoulders adjacent to mainline concrete pavement have been built for evaluation over the past 12 years. Performance of the portland cement concrete shoulders built to date has been superior or equal to shoulders built with other materials and maintenance costs have been minor. Considering original construction costs, as well as maintenance costs, portland cement concrete shoulders can now be economically justified in many areas of the country.

b. Performance has been such that the portland cement concrete shoulders have provided a continuously good riding surface, resulting in added safety for traffic.

3. APPROVAL OF CONCRETE SHOULDERS

Portland cement concrete shoulders adjacent to portland cement concrete mainline pavement may be approved when they are economically justified. Economic justification will require that approval of the concrete shoulders be given on a project-by-project basis.

4. PERFORMANCE DATA

More data is desired concerning portland cement concrete shoulder performance. The data, which the State normally collects and records regarding maintenance costs and other performance items, could provide the desired information. In cases where the State is willing to furnish this information, it should be furnished to the Federal Highway Administration, Office of Engineering, Washington, D.C. 20590, on an annual basis.

5. DESIGN CRITERIA

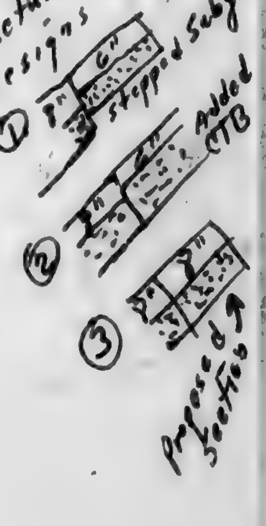
a. Proposed concrete shoulder designs can be constructed in one of two ways. They can be placed integrally with the traveled-way pavement or cast separately later. Also, different considerations are to be made depending upon the type of concrete traveled-way pavement being used, i.e., continuously reinforced or jointed pavement. Regardless of the type of rigid pavement used or the manner in which the shoulders are placed, the following general criteria should apply:

   (1) The thickness of the shoulder slab normally should be less than that of the traffic lane, but it should not be less than 6 inches. The shoulder thickness may be uniform across its entire width or it may taper with the lesser thickness at the outside edge.

   (2) Pavement and shoulders should be placed on a stabilized base course material.

   (3) Concrete shoulders should have an element that will distinguish them from the traveled-way pavement. This can be accomplished by intermittent transverse corrugations (rumble strips) spaced not to exceed 60 feet. Texturing of the surface or paint striping can be used in conjunction with the corrugations, but should not be used alone.

Make Construction cost comperison on total pavement structure. Perhaps 3 designs ↓



b. On a divided highway with a 24-foot traveled-way pavement, a 4-foot median shoulder, and a 10-foot outside shoulder, all of which are to be placed integrally in one pass of the slip-form paver (38 feet wide), the following specific criteria should apply for both types of pavement.

   (1) In addition to the longitudinal joint for the traveled-way pavement, a joint should be provided between the traveled-way pavement and the outside shoulder (10 feet). A longitudinal joint between the traveled-way pavement and inside shoulder (4 feet) is optional. These joints may be formed with a plastic parting strip and remain unsealed or they may be sawed and then sealed.

   (2) Reinforcement is not required in the shoulders for jointed pavement. However, for continuously reinforced pavement, with the shoulders also continuously reinforced, the longitudinal steel should be placed in the shoulders in the same percentage as required for the traveled-way pavement.

   (3) For jointed pavement, tie bars should be provided evenly along all longitudinal joints (within the traveled-way pavement and between the pavement and the shoulders) and should be placed approximately middepth. This also applies to continuously reinforced pavements when transverse steel is not used.

   (4) On jointed pavement, the transverse joint pattern of the shoulders should coincide with the pattern of the traveled-way pavement.

c. Whenever the option is made to place the shoulders for a traveled-way pavement after the pavement concrete has hardened, the following additional criteria should apply:

   (1) Reinforcing steel is not required in the shoulders.

   (2) Transverse joints should be placed to coincide with the traveled-way joints patterns for jointed pavement, and for continuously reinforced, the joints in the shoulders should be approximately 15-20 foot spacings.

(3) Tie bars should be provided evenly along all longitudinal joints between the traveled-way pavement and the shoulders, and should be placed during the traveled-way paving. Where the traveled-way pavement is continuously reinforced, the tie bars should be placed within the middle third (measured longitudinally) of each shoulder slab.

8256 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 8, 1976

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: S.E. Powell Blvd. -S.E.
Foster Rd. Section
Completion Time

TO: R. L. Schroeder
Assistant State Highway Engineer

NOTE:
E S HUNTER

We have taken another look at the specified completion time and the working time constraints under the City of Portland's Noise Ordinance for the subject project.

The specified completion time determined by the Construction Section is 475 calendar workdays which is two construction seasons ending about the end of September, 1978.

There are 936,500 cubic yards of excavation on the project. We have been informed that the material is granular in nature and should lend itself to a good rate of production.

The City Noise Ordinance basically prohibits grading work between 6:00 P.M. and 7:00 A.M. Mondays through Saturdays, and on Sundays and Legal Holidays. The Ordinance provides for some variances that may be made under certain circumstances.

Assuming normal grading time within the specified time limit would be nine months or 220 days, the average grading production would have to be only about 4000 cubic yards per day. Even if it is assumed that only half of this time is available for grading work this would require an average production of only 8,000 cubic yards per day.

At the time the completion time for this project was determined, the time constraints were considered. We have again checked with John Bond and it is still his opinion that we have specified ample time to do this work. John Bond also checked with the Resident Engineer's office relative to this. They informed him that they have talked to several prospective bidders and none of them have expressed any concern relative to the completion time.

It is our recommendation that we proceed with the bid opening as scheduled and so notify Kalinoski.

RECEIVED
DEC 9 1976
Office of
Assistant State Highway Engineer

CGS:fw
cc E. S. Hunter

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 19, 1976

In reply refer to: 1041AD/550.1

SUBJECT: Engineering Service Agreement
SE. Powell Blvd. - SE. Foster Road
Utility Project No. I-205-7(13)300
(Mr. Jack M. Cartwright's memo, 11-15-76)

RECEIVED
STATE HWY ENGR
NOV 22 '76
REFER TO
Cartwright
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File
					X	

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

[illegible] 11-23-76

put in Gen. files 11-22-76

Mr. Cartwright's memorandum transmitted a copy of the subject consultant engineering agreement between the Powell Valley Road Water District and Carter, Bringle and Associates, for engineering services on the subject project.

NOTED
E. S. HUNTER

The agreement does not fully meet the requirements of FHPM 6-1-2-2, nor does it fully comply with the Highway Division's approved procedures established for use by local agencies. These procedures were transmitted by the Highway Division's letter dated September 23, 1976.

The agreement is deficient in documenting support for the engineering fee to be reimbursed. In addition to the breakdown for direct salary costs, a breakdown of direct non-salary costs and overhead costs is also required to support the fee.

We recommend that Mr. M. C. Holmes of the County-City Section be contacted for assistance in resolving the deficiencies of the subject agreement. Mr. Holmes was instrumental in developing the State procedures for engagement of consultants by local governments and is familiar with FHPM requirements.

We also recommend, and consider it highly desirable, that all future consultant agreements be coordinated with the County-City Section of the Highway Division, to assure continuity and compliance with State and Federal requirements.

When the agreement is returned for our approval, we would appreciate your attaching a map showing the location of the facilities to be adjusted.

Our approval of the subject engineering service agreement is withheld pending resolution of the deficiencies set forth herein.

for G. L. Green

cc:
Financial Mgr

8456

November 18, 1976

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
December 16 and 23 Bid Lettings

FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514.

Bids will be opened December 16, 1976 on the following project:

East Portland Freeway
SE Powell Blvd. to SE Foster Road
Multnomah County

Grading, paving and structures

A ten-foot wide Class I bikeway will be provided throughout this project

Bids will be opened December 23, 1976 on the following project:

East Portland Freeway
S. Banfield Interchange to SE Yamhill Street
Multnomah County

Sewer tunnel

Footpaths or bicycle trails are not incorporated in this contract as no new highway construction, reconstruction or relocation is involved.

LD:mc

cc Robert Burco
E. S. Hunter
R. L. Schroeder
D. G. Talbot
F. E. Terpin
George Bell
L. E. George
Don Harwell

Form FHWA 121 (Rev. 5-73)

-8251

12

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 15, 1976

In reply refer to: 1041EC.1

SUBJECT: Oregon Project I-205-7(2)
SE. Foster Road-SE. Powell Blvd.
Noise Study Report

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject report submitted with Mr. Rulien's November 8 letter has been reviewed. We concur with your noise report which addresses noise analysis and evaluations, construction noise, coordination with local officials and noise abatement measures for the SE. Foster Road to SE. Powell Blvd. section. Approval of the proposed precast concrete walls will be subject to cost/effective support including a discussion of alternatives.

for Valach
G. L. Green

cc Versteeg
~~Coulter~~
Rulien
11-17-76

RECEIVED
STATE HWY ENGR
NOV 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 8, 1976

RECEIVED
STATE HWY ENGR
NOV 8 '76
REFER TO
FOR
Info Inves R/D O/R Sign Act File

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY GEORGE N. HOPPER

FROM L. W. Rulien
Program Management Engineer

SUBJECT I-205 Noise Study Report

NOTED
E. S. HUNTER

Attached for your consideration and approval is the subject noise study report for Interstate 205.

The report deals with the directives in FHPM 7-7-3 that relate to construction noise, coordination with local officials, predictive methodology, and design features for noise mitigation for the uncompleted portions of I-205.

In addition, a specific section on cost, amount of attenuation, and design of specific features is provided on the first construction unit, S.E. Foster Road to S.E. Powell Boulevard. Future submittals will be made as final design is completed on future construction units.

Your concurrence is requested.

LWR:GAP:ljt
Att.

cc: H. S. Coulter
E. S. Hunter
R. L. Schroeder
G. A. Potter
J. H. Versteeg

84-56

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(36)309

STATE PROJECT NO. SE Powell-SE Foster

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71001

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECE[illegible] STATE H[illegible]
NOV 30 '76
REFER TO Ruline
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Interstate 205
11-15-76	11-15-76	STATE ROUTE NUMBER	Primary 64

GENERAL LOCATION:
I-205 SE Woodstock north 1.81 miles - City of Portland

GENERAL DESCRIPTION OF WORK:
Grade, drain, 4 structures and illumination
(Code 0010, X281, X781, Y009, Miles 1.81)

NOTED
E. S. HUN

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Perm. Pavement striping (SF)	$ 500.
Temp. striping (SF)	1000.
Temp. erosion control	40,000.
Adjust sewer pipe	1500.
On-the-Job Training	12,000.

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Ruline's 11-10-76 request and certifying statements are accepted.

PS&E Documents for the subject project have been reviewed and are approved at a total estimated cost of $9,724,286 - Federal funds $8,969,680 subject to immediate action to secure right to remove billboard on File 45362 or condemn.

A signed Tittle Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-15-76		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-031-655

#436

-205

ALL CLEAR 11/10/76

Donald L Rout

ENVIRONMENTAL REVIEW

Section SE Powell Blvd - SE Foster Rd.
Highway E. Portland Freeway
County Multnomah Region
Type of Work G-P-Str.
Funds

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☑ No apparent problems. Mitigation measures are covered in the plans & specifications

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: None - Borrowed material comes from future roadbed cuts.

FISH & WILDLIFE COMMISSION: N/A

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise: Final Noise Study Report has been sent to FHWA - This constitutes approval with PS&E approval.

OTHER: Archaeological: All Clear by Letter of 10-28-76

8456

CON 21-2 78
I-205
Powell-
Foster Sp.

November 10, 1976

Access Control Fence, East Portland Freeway (I-205)

See: CON 21-2 - I-205 - Gen.

8-56

151

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephoen 238-8226

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 2, 1976

STEVE MC CARTHY
Tri-Met
520 Southwest Yamhill
Portland, OR 97204

I am responding to your letter of October 25, listing comments on the preliminary plans for the I-205/Powell Boulevard/Foster Road section.

I wish first to identify my concept of the current status of the busway on I-205. We are proceeding with the construction for the grading only, of the busway. This also includes construction of overcrossing structures of sufficient width to accommodate the busway. I intend there be no activity at this point to establish, or otherwise construct, the stations. That effort will be delineated by future studies of each station.

Specifically, Sheets 6A and 12A have been revised to exclude any construction of the station areas except the through busway, delineated as the BL line. The work on the BL line will be grading only; it can be modified, as required, subject to the station studies. With this revision, the location of the roadways, curbs, gutters, catchbasins, etc., in the station areas will not be predetermined, thereby not requiring revision at a later date.

Placement of the soundberms along the freeway will be scheduled prior to construction, as a means to negate the impacts of construction, as well as to provide for future protection for the neighborhoods from the freeway. These consist simply of a grading effort, which can easily be revised if station studies dictate. I believe they are necessary in order to proceed with construction of the freeway.

The typical sections for the BL line are so laid out as to provide sufficient room for modification of the existing design to accommodate a future light-rail alternative. These alterations would specifically consist of wall construction, and possible realignment of the busway in some confined areas. A 26-foot space is available for a future light-rail alternative.

Although not shown on Sheet 3, a physical separation does exist between the busway and the auto traffic lanes throughout the project. This will be reflected in future contracts where that separator is installed.

The BL line north of Powell, located on Sheet 4, is not shown because the right-of-way on the westerly side of the corridor through this area has not been obtained. The effort under the existing contract is to provide a borrow-area within the confined right-of-way owned by the state for fill purposes (specifically, the busway south of Holgate). The actual alignment will show on the grading-construction plans, which will include the section between Powell and Division.

Access points to all stations, including Bush Street on Sheet 6, have only been schematic representations. The resolution of the access to this station, and all stations, will be accomplished through the station EIS. In summary, we are not at a point to show these on the plans, and they would not be included in the construction of this grading effort. They can be included in future contracts which will stage the final development of the busway, itself, such as the paving, etc.

The modifications to the Foster/Woodstock interchange will be accomplished during the paving portion of the contract, based upon future station locations. It is hoped that when we are prepared to go to the paving contract on this section, we will have the decision on the Banfield which will allow us to proceed with the busway paving and decisions on station locations which will finalize the connection at Foster/Woodstock.

I hope these explanations indicate our intent with the initial contract on I-205. Please advise when you would like to further discuss our approach in proceeding with construction contracts on the I-205 project. Also, I am prepared to discuss initiation of efforts towards the station studies, or at least to coordinate that effort by Tri-Met with the effort on I-205.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe
H. S. Coulter
J. H. Versteeg

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FOR
Info Inves R/D D/R Sign Act File

18456 15

~~PRO 6-2~~ 5

October 29, 1976

TO G. L. Green , Division Administrator
Federal Highway Administration

INAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71001
Project No. I-205-7(36)307
S.E. Powell Blvd.-S.E. Foster Rd. Section
Multnomah County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on December 16, 1976.

One copy each of the State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval were previously forwarded.

JG:ljt

Attachments

cc: E. L. Hardt
D. E. Swan

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

TRANSACTION NO.

DATE SUBMITTED TO R. O.

October 29, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2		I-205, SE Woodstock, N 1.81 mi. (Portland)		56,100*	76,600	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV ACCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	Gr., Dr, 4 Str, Illum.								I-	207-7

CARD			
	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME: Multnomah	CODE: 051
	NAME OF URBAN AREA: Portland	ROUTE NO.: I; FEDERAL-AID: I-205; STATE: 64	U.S.: I-205

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) 0010 X281 X781 Y009		"SE Powell Blvd.-SE Foster Rd. Sect."	1.81	10,400,000	9,592,960	807,040	

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1	1	JLG	PROJECT TOTALS	1.81	10,400,000	9,592,960	807,040
1	14	PROGRAM APPROVAL DATES					

*Assume I-205 completed

REMARKS

Additional Data: Item
& 543; Project Nos. I
& (13) respectively.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 29, 1976

TION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Woodstock, N 1.81 mi. (Portland)		56,100*	76,600	96	10	Oregon	41	042	71001

writer	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
.								I-	207-7	(36)	307	

state

and

COUNTY NAME			CODE
Multnomah			051
ROUTE NO. I	FEDERAL-AID I-205	STATE 64	U.S. I-205

PROGRAM STAGE ☐ 1 OR ☐ 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	"SE Powell Blvd.-SE Foster Rd. Sect."	1.81	10,400,000	9,592,960	807,040		ROW-600' min.; Access Control-Full; Parking Restrictions-Complete.
JLG	PROJECT TOTALS	1.81	10,400,000	9,592,960	807,040		

ES

*Assume I-205 completed

REMARKS

Additional Data: Item Nos. 252, 445, 446 & 543; Project Nos. I-205-7(2),(6),(7) & (13) respectively.

-over-

SE POWELL BLVD.-SE FOSTER RD. SECTION
PROJECT NO. I-205-7(36)307

REMARKS - continued

Project Data: The work consists of grading and drainage for future six 12' lanes, 12' right and 10' left shoulders and 50' minimum median (partial grading on 0.58 miles of the north end of project). Construction of two overcrossings (one twin) and two undercrossings (one pedestrian) as tabulated below under "Structures". Installation of illumination on the structures, construction of an 8' bikeway along the westerly side and incidental work common to this type of project.

NOTE: The necessary high-type paving, illumination, signing, landscaping, etc., on this section will be done under a separate project or projects in the future as "stage construction". The requirements of IM 50-1-70, FHPM 7-7-2 and FHPM 7-7-5 complied with on this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

Utilities & Railroad: Adjustment of utilities and railroad facilities are programed under I-205-7(13)300.

Structures

M.P.	Description	Type Code	Estimated Cost
0.00	Northerly end of project.		
0.97	SE Holgate Blvd. U'xing; Br. #13533; hwy. under hwy.; prestressed conc. box girder; L. 295'; H.C. 66'; 8' walk each side.	X781	$ 880,000
1.48	SE Harold St. O'xing; Br. #13537; hwy. over hwy.; prestressed conc. box girder; L. [illegible]0'; H.C. 16[illegible]' nominal.	X281	792,000

(cont'd.)

M.P.	Description
1.76	SE Foster Rd.-SE Woodstock Blvd.; Br. #13538 & 13538A; hwy. over hwy.; twin prestressed conc. box girder; L. 425' NBD & 422' SBD; H.C. 60' each.
1.35	SE Steele St. Pedestrian U'xing; Br. #13536.
	Structures Total Estimated Cost

IM 50-1-70 Requirements: State Clearinghouse and D
house approvals dated September 29, 1970 and S
respectively.

FHPM 7-7-2 Requirements: FHWA letter of October 13
distribution of the approved Final EIS states
be advanced under federal aid procedures effe

FHPM 7-7-5 Requirements:

(a) Public Hearings - Design held September 1
(b) Design Approval - Granted under FHWA memo
January 27, 1971.

Note: (1) The project is in Congressional District

(2) On-the-job trainees, as set forth in F
7-2(2), on this project will be determi
and the number stipulated in the PS&E d

RD. SECTION

sists of grading and drainage for future
d 10' left shoulders and 50' minimum median
les of the north end of project). Construc-
(one twin) and two undercrossings (one
low under "Structures". Installation of
ures, construction of an 8' bikeway along the
l work common to this type of project.

type paving, illumination, signing, land-
ion will be done under a separate project or
stage construction". The requirements of
FHPM 7-7-5 complied with on this section of
lements necessary to complete this section
of the work are accomplished later under a
ts.

ustment of utilities and railroad facilities
7(13)300.

	Type Code	Estimated Cost
ject. ing; Br. #13533; restressed conc. ;H.C. 66'; 8' walk	X781	$ 880,000
; Br. #13537; hwy. sed conc. box . 162' nominal.	X281	792,000

(cont'd.)

M.P.	Description	Type Code	Estimated Cost
1.76	SE Foster Rd.-SE Woodstock Blvd.; Br. #13538 & 13538A; hwy. over hwy.; twin prestressed conc. box girder; L. 425' NBD & 422' SBD; H.C. 60' each.	X281	2,035,000
1.35	SE Steele St. Pedestrian U'xing; Br. #13536.	Y009	170,500
	Structures Total Estimated Cost		$3,877,500

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse approvals dated September 29, 1970 and September 18, 1970 respectively.

FHPM 7-7-2 Requirements: FHWA letter of October 13, 1976 regarding distribution of the approved Final EIS states that the project may be advanced under federal aid procedures effective November 12, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings - Design held September 14, 1970.
(b) Design Approval - Granted under FHWA memorandum of January 27, 1971.

Note: (1) The project is in Congressional District No. 3.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

84-5-6-

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 626-1909

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
October 28, 1976

FROM: Robert T. Ewen
R. T. EWEN
Metro Location Engineer

SUBJECT: POWELL-FOSTER SECTION of
I-205 Freeway
Preliminary Plans

TO: MEMO TO THE FILE

Attention: Robert N. Bothman

NOTED
E. S. HUNTER

As per your request, Mr. Limbocker and myself have reviewed the preliminary plans for subject grading and structures contract. We believe they are in order. The one addition that we made earlier and is now included, is the designation of shoulder areas on the typical section.

The same plans have been reviewed by the city and county and each have verbally expressed no real concerns. Their main effort will be on the following contract for paving, signals and illumination, etc.

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STATE HWY ENGR
NOV 8 '76
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FOR
Info	Note	R/D	D/R	Sign	Act	File

Requires Reply ☐
Requires Approval ☐
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Other________

RTE:pq

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
NOV 02 1976
ROAD DESIGN SECTION

C L Versteeg

PRO-6-2

October 28, 1976

TO Executive Department
Federal Aid Coordination Unit

INAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following Interstate projects.

Item No.	Project No.	Section Name & PNRS No.
71001	I-205-7(36)307	SE Powell Blvd.-SE Foster Rd.
71007	I-205-7(35)309	SE Grant St.-SE Division St. (SE 96th Ave.)
71002	I-205-7(37)310	S. Banfield Intchge.-SE Yamhill St.

NOTE: Attached for your reference is a copy of the A-95 review approval letter dated September 29, 1970.

JLG:ljt
Att.

cc: G. L. Green (FHWA)
D. E. Swan

8451 45

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 28, 1976

In reply refer to: 1041EC/520.3

SUBJECT: I-205
E. Portland Freeway
CRC Pavement Design

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Based on the comments furnished in Mr. Versteeg's October 18 letter to Mr. Green you are authorized to use a 9-inch thickness for reinforced concrete pavement on the subject freeway.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
Versteeg
FOR

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					✓	

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G. Beecroft
10-29-76

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I 205
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OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 18, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTE

Dear Mr. Green:

Re: CRC Pavement Design
East Portland Freeway, I-205
Multnomah County

Recent increases in allowable axle loadings, continual increasing in truck traffic and the problem of how to take care of pavement rutting are causing us great concern. To resolve these problems we recommend and request your approval to increase the thickness of our continuously reinforced concrete pavement from 8" to 9".

We are presently accumulating axle load data to be used in revising the wheel load constants used in pavement design. These constants have not been revised since the increase to 20,000 pounds was authorized. There is pressure to further increase the allowable loads beyond the 20,000 pounds now permitted.

Based on information compiled by the Continuously Reinforced Pavement Group in an article entitled, "Continuously Reinforced Concrete Pavement Design and Construction Practices of Various States" (as of January, 1975) there are a total of 9 states specifying a 9" CRCP thickness and two states which have used a 10" CRCP thickness. The trend based on experience to date and the increasing axle loads is toward a 9" CRCP thickness.

Recent information published in Transportation Research Record No. 572, "Pavement Design, Performance and Rehabilitation" indicates a problem of longitudinal cracking in CRCP thickness of 8" and less. CRCP thicknesses of over 8" have not experienced any detrimental cracking.

Form 81-734-3122

Based on the above comments and the stated FHWA policy to construct maintenance free facilities we request you consider and approve an increase in thickness from 8" to 9" for reinforced concrete pavement on the subject freeway.

Very truly yours,

J H Versteeg

J. H. Versteeg
Road Design Engineer

DOC:jh
cc: E. S. Hunter
Gordon Beecroft

RECEIVED
STATE HWY ENGR
OCT 19 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8456

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephone 238-8226

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 19, 1976

NOTED
E. S. HUNTE

JOHN M. LANG, Chief
Bureau of Street and
Structural Engineering
City of Portland
400 Southwest Sixth Avenue
Portland, OR 97204

Subject: Preliminary plan review - I-205 Freeway
Grading and structures - Powell Blvd.-Foster Rd. Section

We have received your letter of October 14, listing your review questions relative to the Powell Blvd./Foster Rd.Section. Our Metro and Salem design offices have reviewed your questions and are responding to each as follows:

Sheet 7, 8, and 9

Southeast 96th Avenue between Cora and Schiller streets has not been considered part of the I-205 project. However, the current contract calls only for grading and structures,with the paving, lighting, landscaping, and other support projects yet to follow. In order to meet the scheduling of a contract this year, we will proceed with the plans as drafted, but will give full consideration to an improvement of 96th Avenue if a street improvement project develops. The work accomplished on 96th, 97th, and Duke is of a different nature; they were improved as replacements for streets removed by the freeway.

Sheet 8

The northeast corner of Holgate and 96th intersection will be revised to show your requested fifteen-foot radius.

Sheet 5A

Drainage on Powell from 92nd flows to the west, entering the state highway system. The future paving plans for this project will include inlets on Powell draining the area east of 92nd into the storm sewer.

Sheet 7A

Drainage for cul-de-sacs on Center and Boise streets flows away from the freeway.

Sheet 10A

The Steele Street sanitary sewer does not require relocation. A heavier class pipe will be placed under the freeway. We have met with Carl Jensen, who concurred with this.

Thank you for your review of these plans.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
E. L. Hardt

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STATE HWY ENGR
OCT 20 '76
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FOR
Info | Inves | R.E. | D/R | Sign | Att. | File

E I-205

ME PE PR1 PR2 DE
O.S.H.D. = METRO
OCT 14 1976
FILE T/A

1 Versteeg
Olson
2 Christensen Don
Scott
Swenson
Savage
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OCT 19 1976
ROAD DESIGN SECTION

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THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

October 14, 1976

Robert N. Bothman
Assistant State Highway Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland OR 97213

Dear Bob:

As requested, we have distributed the preliminary copies of the Powell Boulevard-SE Foster Road Section of the East Portland Freeway (I-205) to the appropriate City Bureaus. Traffic Engineering, Planning, and the Water Bureau will respond to you directly if any changes are desired. The following comments were made by the Bureaus of Street and Structural Engineering and Sanitary Engineering.

STREET AND STRUCTURAL ENGINEERING

Sheets 7, 8, 9

SE 96th between SE Cora Street and SE Schiller Street should be improved with curbs and surfacing as part of the I-205 project. Assuming there is 40' of right of way between the access control line and the east property line, a 28 foot curb to curb width would be appropriate, allowing 6 feet on either side for future sidewalk construction. The reasoning behind this request is as follows: under City Charter, residential streets must be improved by the abutting property owners, with each side of the street assuming one half the cost. In that the State has made it a policy in the past not to participate in City residential street improvements where the State is owner of one side, a residential street can never be improved where it borders State owned land due to the excessive financial burden placed on the remaining ownership. It therefore seams reasonable to include a minimum improvement of these streets as part of the freeway project. As a case in point, the State improved SE 96th between Woodstock and Duke, and Duke between SE 96th and SE 97th, as part of the Foster Road-Causey Road Section of I-205 after considerable TV coverage and bad publicity.

Discussed. Christianson, FHWA - They were not receptive unless we can show this is causing problems. Suggest we look at the several other areas that are similar before we make any decisions.

Discussed w/ Limbacker - they will look at this & get [illegible] that is, to see if it [illegible] the people on the street would petition for improvement in foreseeable future, etc. I can't [illegible] paving contract in arrangement rather than hold up this contract. CEC.

Sheet 8

The northeast corner of the Holgate/96th Avenue intersection should have a curb radius of 15 feet.

could do by moving sound wall on the west of 96th ?

SANITARY ENGINEERING

Sheet 5A

Which way does the water flow on Powell from 92nd Avenue eastward?

Powell drainage to be handled on paving contract.

Sheet 7A

What about drainage for cul-de-sacs on SE Center Street and SE Boise Street?

drainage goes away from Fwy on both streets.

Sheet 10A

?

Our understanding was that the sewer on SE Steele was to be abandoned and flow rerouted to County sanitary sewers. Please call Carl Jensen (phone 248-4189) about this matter. Also, inlets may be needed on SE Harold at 94th.

Thank you for the opportunity to review these plans.

Sincerely,

John M Lang

JOHN M. LANG, CHIEF
Bureau of Street and Structural Engineering

GRP:kmc

cc: Wayne Oberding
Carl Jensen

For Bob Ewen

Clarify sewer maintenance. Example p. 8A
Does City maintain inlet only, or inlet
and pipe within street R/W area? State
maintains all pipe or just outside street
R/W?

Glen Pierce

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 12, 1976

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: S.E. Powell Blvd.-S.E. Foster Rd.
East Portland Freeway
Multnomah County

TO: MEMORANDUM TO THE FILES

Preliminary plans for the project were reviewed October 8, 1976, in a meeting at the Milwaukie Region Office.

The meeting was attended by:

Marion Craft	Region Construction Engineer
Bob Pillsbury	Bridge Engineer, FHWA
Duane Christensen	Final Design Engineer
Al Harwood	Construction Field Engineer
Bud Heinz	Resident Engineer
Claire Kuiper	Resident Engineer
Jim McClure	District Engineer
John Tindall	Bridge Design
Ted Inloes	Region Utility Engineer
Don Wackerbarth	Assistant District Engineer
Fred Yarbrough	Soils & Geology Engineer
Merle Anderson	Landscape
Paul Ward	Region Staff Assistant
Norman Cuno	Designer
Fred Eriksen	Design Team Supervisor

Plan and specification details were covered as follows:

1. The beginning of the project limits was questioned. We will review the work planned with the Federal Aid Section to determine project limits.

2. Mr McClure asked that we eliminate the parking strip, on the typical section for the BF, GC, RM, PSC and SH lines, or pave it to reduce maintenance problems.

3. Drainage of borrow area between Division and Powell was questioned. The drill logs for the project area show gravels below the surface soils that should soak up most of the rainfalls, reducing the runoff problems. The shallow basins upgrade of the inlets on the Powell-Foster section are intended to trap silt.

4. On the BLG line the future walk should be shown and grading work for it included in the job.

5. Subgrade erosion control was discussed and the addition of an oiled cover was suggested. The seeding and mulching proposed for the project was outlined by Merle Anderson.

6. Utility adjustments and relocations required on the project were reviewed. Mr. Craft will check with the Metro Utility Engineer to determine if there are any problems remaining.

7. Mr. Tindall reviewed the structure plans with Mr. Kuiper and Mr. Ward.

8. The question was raised whether temporary lighting should be provided at the Steele Street temporary pedestrian structure. The consensus of opinion was that lighting would not be necessary.

9. At the Holgate detour it was suggested the barricades across Holgate (closing off the bridge construction area) should be more substantial--perhaps concrete barrier or metal guard rail.

10. The Landscape Unit will inspect the existing trees outside the slope limits and determine if any are to be saved.

11. It was proposed the bikeway base design be changed to provide 4-inches of aggregate under the asphalt.

12. Special provisions required for the project specifications were discussed. An order of construction should be defined since some work, such as the city street cul-de-sacs, and connections, the sound berms and pedestrian facilities will be required early in the contract.

FE:az
cc: To All Participants

1 Versteeg ✓
2 Olson a.ll.
Christensen
Scott
AZ copy Swenson
Savage
Trout

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1-205

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 12, 1976

FROM: C. G. Swenson
Specifications Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: S.E. Powell Blvd.-
S.E. Foster Rd., G-P-Str.
Project ans S. Banfield
Interchange-S.E. Yamhill
St. Project

If there are no further major changes in plans for the S.E. Powell Blvd.-S.E. Foster Rd. Project we can complete and have the Specs typed by October 22, 1976. If we give the Regions about 1-1/2 weeks for review we could then advertise this project on November 10, 1976, for bid opening on December 16, 1976. This would be about a five week ad.

Specs for the Tunnel Project have been rewritten to include the pipe at the outlet end. We will submit these specs to the Region in the next few days and we could advertise and take bids at the same time as the Powell-Foster project.

If satisfactory we will proceed on this basis.

CGS:az

✓ Versteeg ✓
Olson
Christensen
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OK Hal

84[illegible]

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 1, 1976

FILE:

Merlyn Anderson

FROM: Merlyn A. Anderson
Landscape Designer

TO: MEMO TO THE FILES

SUBJECT: Powell to Foster
I-205

Screen Planting-Lent School

I recommend that the Arborvitae planting proposed for screening Lent School during construction be omitted from the construction contract. A berm screening the school is the first item to be built under the construction contract and should effectively screen future construction activity.

[illegible]

MAA:az

1/2 Versteeg ✓
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13

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 25, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(-)299
Steele Street Pedestrian Structure
Bridge No. 13536

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. Scott Coulter, State Highway Engineer

We have Mr. Christianson's letter of August 20 explaining the agreement between Mr. Schell and your department on the above structure.

We agree that the proposal as outlined in your letter is acceptable. Please proceed with the design.

for Hubbell
G. L. Green

RECEIVED
STATE HWY ENGR
AUG 25 '76
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

noted

Cy Ruben
Bathman
Perpin

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 23 '76
REFER TO

FOR

Info	Inves	Rep	D/R	Sign	Act	File

August 20, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: H. A. Schell

Gentlemen:

Re: Oregon Project I-205-7(-)299
Steele Street Pedestrian Structure
Bridge No. 13536
Reference No. 1041BR

We have reviewed and discussed the ramps and stairways leading to the subject structure with Mr. Schell of your department and have his verbal approval of the following:

1. Pedestrian structure to remain on present alignment.
2. Both ramps and stairways to be constructed. The stairways will provide for direct access, eliminate pedestrian and bicycle conflict on curved ramps and provide access during winter periods when ice and snow would make access difficult or impossible if only ramps were provided.
3. Ramp grades will be increased to 6% on the east end and 7% on the west end. This will shorten out of direction travel and limit conflicting movements between those using the pedestrian crossing and the I-205 bikeway and still provide an acceptable ramp grade.

In answer to your question concerning the footing elevation at Bent 2, this has been reviewed by the Bridge Section and determined that it should remain at the elevation shown. Attached is a copy of a Memo to the File, by Jack Davis, dated May 24, 1976, which sets forth the justification for the elevation of Bent 2. Jack Davis has discussed this with Mr. Schell.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

cc: E. S. Hunter
R. N. Bothman
L. W. Rulien
W. J. Hart
F. E. Terpin

DOC:jh

Form 81-734-3122

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 24, 1976

FROM: Jack Davis Jack Davis
Foundation Engineer

TO:

Memo to the File

SUBJECT:
Steel St. Pedestrian Oxing
East Portland Freeway, I-205
Multnomah County
Bridge 13536

Interior footing elevations were established to assure embedment of the footing into dense gravels relatively free of overlying silty clay. Loose gravels with intermixing of silty clay are probable near the upper surface of the gravels. Until the actual condition of the gravels is determined during excavation for the footings, raising the footing is not recommended.

JLD:dh

I-205

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 9, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(-)299
Steele Street Pedestrian Structure
No. 13536

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. Scott Coulter, State Highway Engineer

Revised preliminary structure plans submitted with Mr. Hart's July 16, 1976, letter are approved. We believe you have struck a good balance between economy and service with this design.

✓ Again, it appears that the Bent 2 footing can be raised several feet and still provide adequate support. Would you please look into this.

✓ We are concerned, however, about the ramps and steps leading to the structure. It appears that a short steep ramp grade might be acceptable and eliminate the long flat ramps and steps. A compromise might also be to move the structure slightly northward to gain some approach altitude. Please study these suggestions.

For G. L. Green

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STATE HWY ENGR
AUG 10 '76
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FOR
Info Inves R/D [✓ D/R] Sign Act File

Con
I-205
Powell-
Foster

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

July 16, 1976

RECEIVED
STATE HWY ENGR
JUL 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Glen Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Steele Street Pedestrian Structure
SE Powell-SE Foster Section
East Portland Freeway
Multnomah Co.

In response to your letter of June 17, 1976, the structure has been shortened approximately 80 feet by crossing the roadway section only (See attached drawings). This results in a savings of about $30,000.

Your approval of this revised preliminary submittal is requested.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JEB/ag
Attachs.
cc E. S. Hunter
R. N. Bothman
L. W. Rulien

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 24, 1976

FROM: Jack Davis
Foundation Engineer

TO: Memo to the File

SUBJECT:
Steel St. Pedestrian Oxing
East Portland Freeway, I-205
Multnomah County
Bridge 13536

Interior footing elevations were established to assure embedment of the footing into dense gravels relatively free of overlying silty clay. Loose gravels with intermixing of silty clay are probable near the upper surface of the gravels. Until the actual condition of the gravels is determined during excavation for the footings, raising the footing is not recommended.

JLD:dh

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 21, 1976

FROM: Frank E. Terpin
Location Engineer

TO: Walter J. Hart
Bridge Design Engineer

SUBJECT: Steele St. Pedestrian U'xing
Powell Blvd-Foster Road Section
East Portland Freeway
Multnomah County

Terminating the subject structure at the top of the sound berm was considered as an alternate but was rejected because of the extremely short radius curves at the end of the structure and at the ramp connection to the bikeway.

Providing only one ramp to the north of the structure makes out-of-direction travel for those wishing to go south and construction of a ramp to the south is not desirable because the ground is falling away at about a 4% grade, making the ramp extremely long if an acceptable gradient is to be provided the cyclist.

For these reasons it was decided to lengthen the structure and provide the curcular ramp.

FET:mc

cc J. H. Versteeg

RECEIVED
MAY 21 1976
BRIDGE SECTION

NOTED
J. E. BACKSTRAND

NOTED
W. J. HART

Con
I-205
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UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

NOTED
E. S. HUNTER

DATE: May 11, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(-)299
Steele Street Pedestrian Structure
#13536

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Wallace's letter, dated May 4, 1976, transmitted preliminary plans for this structure. We have the following comments.

We feel you should terminate the structure on the top of the sound barrier fill with a ramp sloping down the back face of the fill to the pedestrian - bike path. This might mean some out of direction travel for some people but it would not be any farther than the curved ramp. The proposed design is quite elaborate for a pedestrian structure.

We note the interior footings are founded some five feet into a gravel layer. These footings are quite deep and we suggest you study raising the footings to the top of the gravel.

G. L. Green

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STATE HWY ENGR
MAY 13 '76
REFER TO
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FOR

Cy Bachman
Rulien
5-13-76

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I-205
Bush-
Foster

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 4, 1976

NOTED
E. S. HUNTER

RECEIVED
MAY 4 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Steele Street Pedestrian Structure
SE Powell-SE Foster Sec.
East Portland Freeway
Multnomah Co.

Enclosed are two prints each of Drawings Nos. 31408 and 31359 which are the plan and elevation and vicinity map for the proposed pedestrian crossing at Steele Street. This proposal supercedes the previously submitted and approved structure. Changes involved are due to the changed section of the freeway allowing for six lanes of traffic and separate transit lanes. A sound berm is proposed at both sides of the freeway and a bikeway extends along the west side, outside of the sound berm.

A posttensioned concrete channel section is being proposed for this three-span structure. A single cell box section was considered as an alternate ($179,000). The previous foundation information would indicate the use of spread footings on the interior bents and pile bents in the end fills.

The estimated cost based on approximate quantities and including an allowance for engineering and contingencies is $168,000. This is being submitted as a preliminary for your approval.

Very truly yours,

Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

JEB/ag

Encls.
cc E. S. Hunter
R. N. Bothman
L. W. Rulien
V. E. Skoog

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form FHWA-121 (12 [illegible])
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 17, 1972

In reply refer to: 10-35.6

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)-
S.E. Bush-S.E. Foster Rd. Section
Steele St. Pedestrian U'xing - #13636

Preliminary plans for this structure were originally submitted May 2 and revised by Mr. Johnson's July 6 memorandum.

The sketch submitted July 6 shows the sound barrier offset 8 feet from the curved ramp. We agree that this will provide a nice looking treatment that can be attractively landscaped.

We suggest, however, that the curving sound barrier extend back to the original barrier line and pass under the structure at that point, serving as an abutment. The ramp below the abutment could then be a slab on fill. As shown in your sketch there will be a dead area under the ramp that will be unsightly.

The revised plans are approved subject to your making the minor change noted above.

RECEIVED
JUL 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-20-72
Hall
cc Hunter

NOTED
E. S. HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

FOR

EPf

July 6, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

569

FROM ORIGINAL SIGNED BY
A. E. JOHNSON
A. E. Johnson
Assistant State Highway Engineer

SUBJECT Steele Street Pedestrian Undercrossing
S. E. Bush Street-S. E. Foster Avenue Section
East Portland Freeway
Multnomah County
Bridge No. 13536

In answer to your letter of June 15, the Steele Street structure width will be reduced from ten feet to eight feet. The rail will be four feet high and provisions will be made for anchoring a future enclosure if it proves necessary.

The spans are too long for precast elements alone and, according to our bid experience, drop-in type construction has not proven more economical than poured-in-place post-tensioned construction. We do not feel that a slant leg or pipe girder type of structure is appropriate for this location.

The footing elevation will be as stated in the "Foundation Recommendations" in order to obtain the three-ton bearing capacity. This may result in a little excess cover at some bents. Bent 7 may have to be a little below the recommendations to allow for a minimum cover.

The utilization of the structure abutment as part of the sound barrier wall was considered but rejected on the basis of safety. The proposed layout provides an eight-foot separation between the wall and the walkway to prevent climbing onto the wall by school children and others. The aesthetic intent is to complete the pedestrian structure at each end in a similar manner; i.e.,

(more)

with a free-standing spiraled ramp. The sound wall placed as shown would amplify the geometry of the spiral ramp and provide a suitable backdrop for landscaping and viewing.

Enclosed are two prints of a vicinity map overlay showing present proposed alignment of the crossing. Your approval is requested for the previously submitted structure with the above modifications.

Enc. (2)

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

JEB:ag/ESH ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 15, 1972

In reply refer to: 10-35.6

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)
S. E. Bush-S. E. Foster Rd. Section
Steel St. Pedestrian U'xing-#13536

Preliminary plans submitted with Mr. Johnson's May 2 memorandum call for a 566' post-tensioned box girder structure with a 10' walkway.

As noted in our June 13 memorandum on the Salmon St. structure we believe that an 8' wide walkway is sufficient and consistent with present practice. The 3' high standard rail section is too low for bicycles and should perhaps be a mesh enclosure. In any event, provisions should be made for the addition of an enclosure.

The structure type selected is consistent with highway structures in the area, but we recommend further studies of other type structures: drop-in spans, standard or special tees, slant-leg frames, pipe girders, etc. Some of these types will also be attractive and could be less expensive.

The structure layout shows 5' of cover over the footings which are founded in gravel. We recommend these be raised to the top of the gravel to provide a minimum of cover.

Your transmittal letter states that you are studying structure conflicts with the sound barrier at the east end. We recommend that the sound barrier be incorporated into the bridge as a part of the substructure. Such joint utilization could be attractive, functional, reduce construction problems and reduce costs.

AEJ
No mesh at present, but make provisions if necessary to add later

Filed
CY 6-19

RECEIVED
JUN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

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JUN 20 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
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FOR FILING

E.P.F.

May 2, 1972

TO: Mr. R. E. Simpson, Division Engineer
Federal Highway Administration

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
V. E. Skoog

FROM: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Steele Street Pedestrian Undercrossing
S. E. Bush Street-S. E. Foster Avenue Section
East Portland Freeway
Multnomah County, Bridge 13536

Enclosed are two prints of Drawings 28099 and 27800 which are the preliminary plan and elevation and vicinity map for the Steele Street Pedestrian Undercrossing. Also enclosed are two prints of an architectural sketch of the structure. The foundation recommendation is also enclosed including foundation data Drawing 27905.

This structure provides for pedestrian traffic across the East Portland Freeway between the Harold Street Overcrossing and Holgate Undercrossing near Lents School. The structure is ten feet wide and crosses numerous lanes and ramps of the freeway as shown on the attached drawings. A four-span post-tensioned box girder crosses the freeway section and provides an economical and shallow structure. Concrete slab spans ramp down and around at each end. The integration of the sound barrier wall and ramp configuration at the east end is being studied and some slight change in alignment may be necessary.

The foundation information indicates the use of spread footings at all bents. The approximate cost of this structure, based on estimated costs and including an allowance for engineering and contingencies, is $293,000.

This is being sent to you as a preliminary submittal for your approval.

Enc.

JEB:dh ja

Form FHWA 121 (Rev. 5-73)

8456

UNITED STATES GOVERNMENT

Memorandum

DEPARTM T OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 19, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)301
Foster-Woodstock Overcrossing
Bridge No. 13538

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

We have reviewed your comments submitted under Mr. Hart's letter of May 10 on the above structure and have studied reinforced earth vs. "all structure" with respect to safety, under-structure use, cost and aesthetics. We feel that your proposal is the best solution. We, therefore, approve Mr. Hart's preliminary plan submission of March 26 and request that you proceed with the design.

For G. L. Green

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STATE HWY ENGR
AUG 20 '76
REFER TO
Hart
FOR
Info Inves R.D D.R Sign Act ✓ File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 13538

May 10, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Your Ref. 1041BR.1

NOTED
E. S. HUNTER

Dear Mr. Green:

Foster-Woodstock Overcrossing
I-205 [illegible] - 7 - [illegible]
Bridge 13538

Your May 4, 1976 comments on the preliminary submittal for the Foster-Woodstock Overcrossing suggested that a fill or reinforced earth retaining structure be substituted for the bridge structure. We do not believe that the short fill alternate is acceptable from an esthetic standpoint and it is questionable from a safety standpoint.

The Foster-Woodstock Interchange will be a congested area with high local street, cross ramp and busway traffic. A fill section between the two streets will restrict sight distance in a location where maximum visibility is desirable from a safety standpoint. A fill section would be considerably less than desirable from an esthetic standpoint.

A structure as proposed will permit landscaping or multiple-use development, as appropriate, in the area beneath the structure. The short fill alternate would, perhaps, be less costly. We believe that we have an obligation to the local community to provide something at this location that is more than a minimal treatment.

The estimate of $1,516,000 transmitted with the earlier 8-lane alternate was based on 1971 costs. A 1976 estimate for the 8-lane alternate would be $2,800,000. The estimate of $2,241,000 for the 6-lane plan therefore appears consistant.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
R. N. Bothman

RECEIVED
MAY 11 1976

Br. 13538&A

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 26, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Foster-Woodstock Overcrossing
S.E. Powell Blvd-S.E. Foster Rd. Sec.
East Portland Freeway
Multnomah County
Oregon Project I-205-7(2)301
Your file 10-35.6

Enclosed are two prints each of Drawings 31281 and 31282 which are the revised preliminary plan and elevation and vicinity map for the subject structures. Also enclosed is a drawing showing Bent 2 of both structures and in dashed lines a possible future structure if the freeway is ever increased to handle eight lanes.

The roadway widths have been decreased to 60 feet in accordance with the latest plan for this freeway. We have elected to build two column bents under each structure.

The data for these structures is the same as originally submitted on December 15, 1971, which was approved by your office March 8, 1972.

The current estimate for the revised structures, based

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

on approximate quantities and including an allowance for engineering and contingencies, is $2,241,000.

Very truly yours,

Walter J. Hart
Bridge Engineer

JMT:smd

Encl.

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
R. N. Bothman w/att.

RECEIVED
STATE HWY ENGR
MAR 29 '76
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
FOR F

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

E 17

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 8, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)301
SE. Bush - SE. Foster Section
Foster - Woodstock Overcrossing

Preliminary plans submitted by Mr. Merchant's December 15, 1971, letter and Foundation data submitted with Mr. Wallace's January 18, 1972, letter have been reviewed and are approved.

We note in the attachments that you studied both single and multiple column bents. Although more massive, we feel the single column bent would be more suitable in this park-like setting.

NOTED
F. B. KLABOE

NOTED
A. E. JOHNSON

Copy sent to Bridge
J
3-14-72

NOTED
TOM EDWARDS

3-12-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 1
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 23, 1972

In reply refer to: 08-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

E P +

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)301
SE. Bush Street - SE. Foster Road Section
East Portland Freeway
Foster - Woodstock Interchange

Mr. Schroeder's letter of February 14 requests approval to include traffic signals in the construction of the subject interchange. A sketch showing traffic volumes was submitted and the cost is estimated at $60,000.

Due to the high traffic volumes anticipated at the four intersections (ramps to Foster - Woodstock couplet) the signals are considered necessary. Your design should include adequate advance signing and storage capacity on the two offramps. The northbound off to Woodstock will be a particularly hazardous ramp. Fortunately traffic on this leg will be relatively low.

Subject to further review as the design advances you may include signals in the project on a participating basis as requested. Coordination with the City of Portland should be maintained regarding their proposed couplet connection project.

2-28-'72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

CC: Ed Hunter
Bud George
Frank Hall
H S Coy

NOTED
R. L. SCHROEDER

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
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FOR FILING

Const
R/W
EPF

February 14, 1972

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

As a part of the construction of the East Portland Freeway, an interchange will be provided at Foster Road and Woodstock Boulevard. These two streets will become a one-way couplet.

Attached is a copy of a sketch showing estimated traffic volumes at the ramp terminal intersections with Foster and Woodstock. Traffic conditions will be such that it is believed necessary to install traffic signals at these intersections.

Interconnected pre-timed traffic signals are proposed at a total estimated cost of $60,000. Approval of these installations as a part of the construction project is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:pb jf

bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
H. S. Coulter
L. W. Rulien

FORM 2-90 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 18, 1972

SUBJECT: Traffic Signals
Foster to Causey Road
East Portland Freeway

To: Val Johnson
Traffic Control Engineer
BUILDING

It is recommended that four signals be installed in the Foster to Causey Road section of the East Portland Freeway. The signals would be interconnected, two-phase and pretimed. They would cost about $14,000 each.

The freeway is being constructed by the State in two stages. During this time the City of Portland will convert Foster and Woodstock Roads into a one-way couplet which will intersect the freeway ramps. The first stage of the freeway includes the section from Causey Road to Foster Road, while the second extends north from Foster. Foster and Woodstock, presently two-way streets, will be converted into a couplet with three lanes in each direction. It is not certain when the couplet will be completed, so it is possible that initially the signals will have to be set up to facilitate two-way traffic and then be converted for the one-way traffic later.

When both the freeway and the couplet are completed, 1970 estimated traffic volumes in the area necessitate that a signal be installed at each of the four intersections. After completion of just the first stage of the freeway, or southern section, the Foster intersection of the northbound ramp will actually be the only one of the four to exceed the minimum vehicular volume for warrant 1. However, signals on Woodstock at the entrance and exit ramps can also be justified at this time as they may divert traffic from the heavily traveled Foster. In addition, under a TOPICS project, the City is planning to install a signal at 92nd and Foster to help ease present congestion there. This, along with the other two signals, will encourage the use of Woodstock over Foster and further justify both signals there.

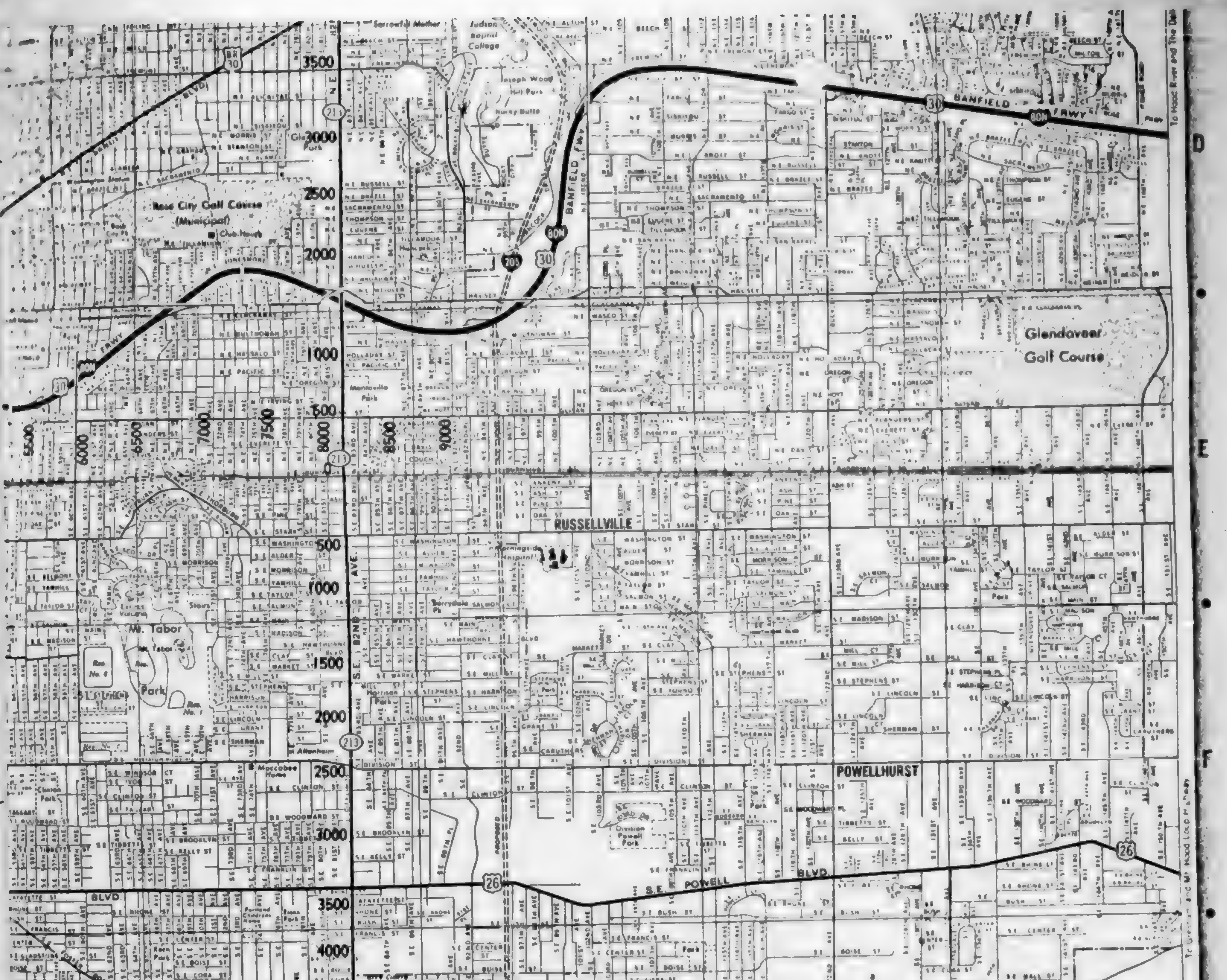
The remaining signal at Foster along the southbound ramp should also be installed at the same time as the other three signals in order to get the lowest possible contract price. However, the heads should not be installed on the span wires until the northern section of the freeway is completed.

Linda Hanneman

Linda Hanneman
Traffic Investigator

LH:lp

NOTED
LE GEORGI



Rose City Golf Course (Municipal)
Club House
Joseph Wood Hill Park
Rocky Butte
Judson Baptist College
Sorrowful Mother
Montavilla Park
BANFIELD FWY.
BANFIELD FRWY
Glendoveer Golf Course
RUSSELLVILLE
Mt. Tabor Park
S.E. 82ND AVE.
Berrydale Pk.
Harrison Park
Division Powell Park
POWELLHURST
Maccabee Home
Clinton Park
S.E. POWELL BLVD
Laurelwood Park
Kern Park
Lents Park
Mt. Scott Park
LENTS JCT.
GILBERT
SYCAMORE
Brentwood Park
Glenwood Park
Flavel Park
Lincoln Memorial Mausoleum
Lincoln Memorial Cemetery
Willamette National Cemetery
MULTNOMAH COUNTY
CLACKAMAS COUNTY
HAPPY VALLEY
BATTIN
Johnson Creek
To Hood River and The Dalles
To Gresham and Mt Hood
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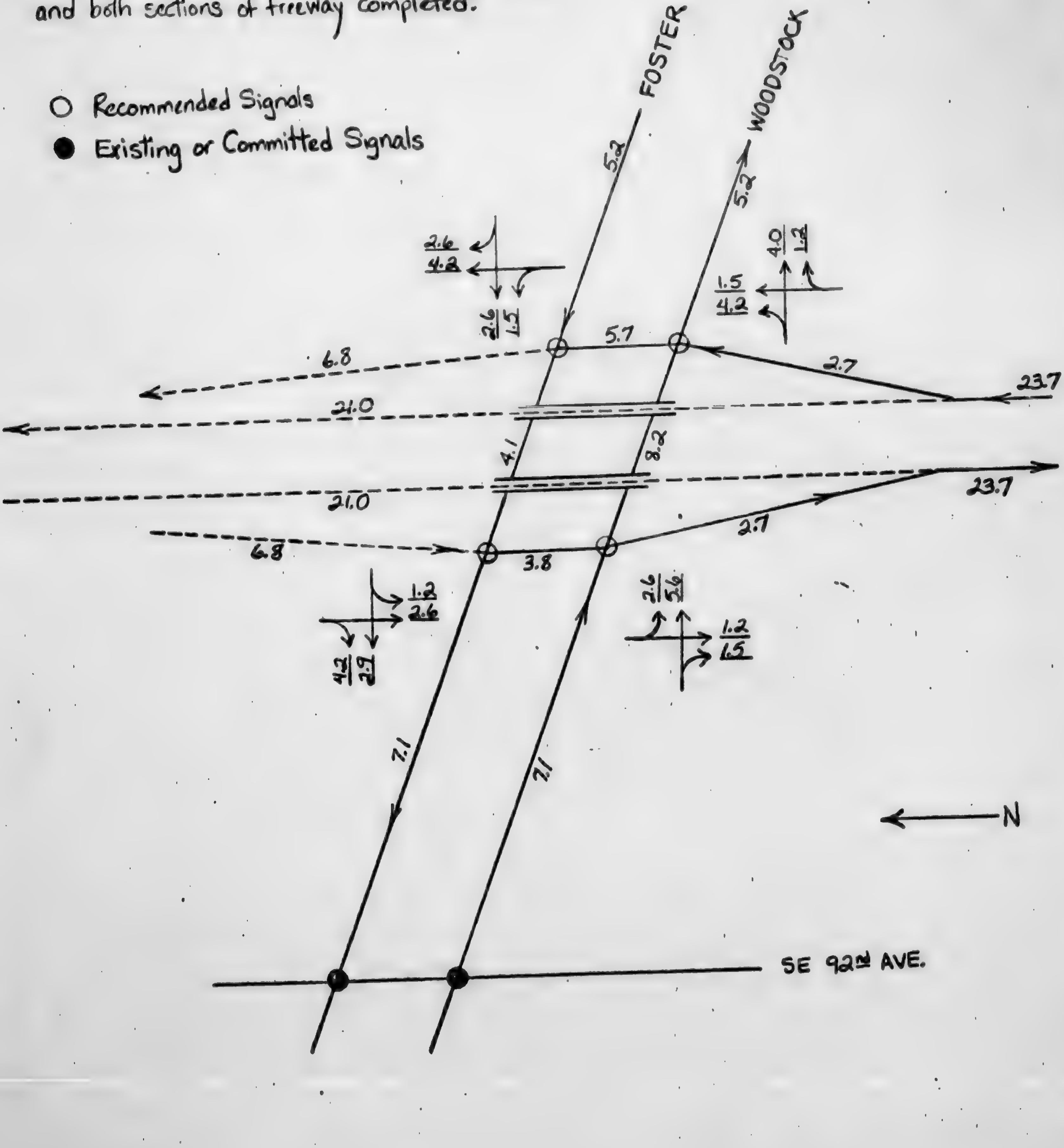
Lithographed in U.S.A.
EAST PORTLAND FREEWAY

EAST PORTLAND FREEWAY – FOSTER INTERCHANGE

1970 Estimated ADT in thousands assuming couplet and both sections of freeway completed.

○ Recommended Signals

● Existing or Committed Signals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SE 92nd AVE.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 18, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Foster-Woodstock Oxing
S. E. Bush-S. E. Duke Section
E. Portland Freeway
Multnomah County
Bridges 13538 and A

Attached are five copies of the foundation report, including Foundation Data Drawing No. 27676.

This information should complete our preliminary submittal dated December 15, 1971.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

LLW/ag (Attachs.)
cc: A. E. Johnson
L. H. Young
V. E. Skoog

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JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC [illegible] 1971

FOR FILING

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

December 15, 1971

[illegible]
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Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

Re: Foster-Woodstock Overcrossing
S.E. Bush St.-S.E. Foster Rd. Section
East Portland Freeway
Multnomah County
Bridges 13538 and 13538A

Enclosed are five prints each of Drawings 27700, 27638 and 5-T-38 which are the preliminary plan and elevation, vicinity map, and geometric sheet for the I-205 Overcrossing of Foster Road and Woodstock Boulevard. The foundation report will be forwarded when it becomes available.

These twin structures carry four lanes of traffic each with 12-foot shoulders on both sides for roadway widths of 72 feet. They cross over the Foster-Woodstock couplet carrying three lanes of traffic each with turning lanes. Concrete box girders with parabolic haunches were chosen for aesthetic reasons and were post-tensioned for minimum depth to provide for 17 feet of vertical clearance. Architectural studies are being made of the interior bents which are assumed to be on spread footings. The end abutments are assumed to be on steel piling.

Two 28'-0" by 14'-9" openings, six feet apart, will provide for two lanes of traffic each way on Foster Boulevard during construction. Present planning is to close Woodstock during construction. It will be the contractor's responsibility to adequately protect the falsework.

The approximate cost of these structures, based on estimated quantities and including an allowance for engineering and contingencies,

NOTED
A. E. JOHNSON

Mr. R. E. Simpson
Dec. 15, 1971
Page 2

is $1,516,000 (total, both structures). An alternate constant depth post-tensioned concrete box girder with an approximate cost of $1,513,000 was considered. This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

JEB:smd

cc
A. E. Johnson
L. H. Young
V. E. Skoog

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DEC 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

5456

1-205

Salem, Oregon
August 4, 1976

AD Olson
A. D. Olson
Preliminary Design Engineer

Ken Limbocker
Metropolitan Design Engineer

Excess Properties
Powell-Foster Section
East Portland Freeway (I-205)
Multnomah County

Maps were provided to you showing parcels of property which might be declared surplus on the section from Glisan to Foster Road.

At this time we are particularly interested in those properties south of Powell Boulevard which would require a change in location of bicycle trail or frontage road from that currently shown on our proposed construction plan. These are between Center and Boise and between Holgate and Steele.

Please review these with the appropriate people and advise me of the acceptability of this plan.

1 Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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ADO:az

1-205-58

Salem, Oregon
June 17, 1976

ADOlson
A. D. Olson
Preliminary Design Engineer

Ken Limbocker
Metropolitan Design Engineer

File 46394 Nakayama
Schiller-Pardee Area
Powell-Foster Section
East Portland Freeway (I-205)
Multnomah County

I discussed this file with Walt Barry as you requested and he advised that while they could not force us to build the loop connection between Schiller and Pardee as mentioned in the judgement that they would have a right to inverse condemnation.

The evidence indicates that the neighborhood choice was 5 to 2 for the loop road and I would agree with you that the City should be asked to reconsider their request that cul-de-sacs be used on these two streets and that we honor our obligation and build the loop road. Construction costs would appear to be about the same either way.

ADO:az

__✓__ Versteeg _✓_
____ Olsen ____
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____ Swenson ____
____ Savage ____
____ Trout ____

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FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan St., Portland 97213

DATE May 26, 1976

TO Ken Limbocker
Metro Design Engineer

FROM Mike Brown
Right of Way Agent
Mike Brown

SUBJECT File 46394 - Schiller-Pardee frontage loop road

On May 24, Mr. Katsumi Nakayama, 9309 S. E. Schiller St., Portland, telephoned to inquire about the latest plans for Schiller Street west of I-205. Part of Mr. Nakayama's lot and his original house were acquired for right of way under the terms of a final judgment dated June 22, 1973.

According to the judgment, the described property was needed ".... for right of way purposes including its use for a street connection between S. E. Schiller Street and S. E. Pardee Street." This also was the representation made to Mr. and Mrs. Nakayama throughout the period of negotiations.

The Nakayamas subsequently purchased another house and established it on their remaining property. The house faces east and was expected to have access from the proposed frontage loop road, but present plans show that the Schiller-Pardee connection has been discarded in favor of cul-de-sacs on both streets.

Mr. and Mrs. Nakayama are hopeful that the Schiller-Pardee loop connection can be restored. A review of the questionnaires submitted during the last neighborhood survey indicates the following preferences from residents on those two streets.

Address	First Choice	Second Choice
9221 S. E. Schiller	looped connection	cul-de-sac
9233 S. E. Schiller	" "	" "
9321 S. E. Schiller	" "	" "
9305 S. E. Pardee	" "	" "
9308 S. E. Pardee	" "	" "
9219 S. E. Pardee	cul-de-sac	looped connection
9220 S. E. Pardee	" "	" "

MB:jb
cc L. C. Grothaus

Hosken

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 28, 1972

CERTIFIED MAIL

Katsumi Nakayama and
Kiyo Nakayama
9309 S. E. Schiller Street
Portland, Oregon 97266

Equitable Savings and Loan
Association
Midway-Division Branch
12200 S. E. Division Street
Portland, Oregon 97236

File R-46394
S. E. Division Street-
S. E. Foster Road Unit
of the Columbia River-
Pacific Highway Section
East Portland Freeway

Ladies and Gentlemen:

The State Highway Commission has planned a project to improve the above captioned section of highway.

For this needed public improvement and in order to accomplish the planned project the State Highway Commission has found that the hereafter described acquisition is necessary. The acquisition is as follows:

Title in fee simple to the following described real property for right of way purposes including its use for a street connection between S. E. Schiller Street and S. E. Pardee Street:

PARCEL 1

A parcel of land lying in Lot 4, Block 4, CADWELL'S ADDITION, Multnomah County, Oregon and being a portion of that property described in that deed to Katsumi and Kiyo Nakayama, recorded February 24, 1966 in Book 468, Page 482 of Multnomah County Record of Deeds; the said parcel being described as follows:

Beginning on the South line of said property at a point 40 feet West of the Southeast corner of said property; thence East along said South line 40 feet to said Southeast corner; thence North along the East line of said property to the Northeast corner of said property; thence West along the North line of said property to the Southwest corner of

RECEIVED
SEP 29, 1972.
METRO. PROP.

NOTED - DONALD JONES

that property described in that deed to Howard W. and Dorothy L. Brightman, recorded December 7, 1953 in Book 1634, Page 494 of Multnomah County Record of Deeds; thence Southwesterly in a straight line to the point of beginning, containing 6,420 square feet.

PARCEL 2

A parcel of land lying in Lot 4, Block 4, CADWELL'S ADDITION, Multnomah County, Oregon; the said parcel being described as follows:

Beginning on the South line of said Lot 4 at a point 20 feet West of the Southwest corner of Parcel 1; thence East along said South line 20 feet to the Southwest corner of Parcel 1; thence Northerly along the Westerly line of Parcel 1 a distance of 20 feet; thence Southwesterly in a straight line to the point of beginning, containing 200 square feet, more or less.

All rights of access of every nature to the right of way of said highway project except to said street connection.

The State Highway Commission has found it is necessary to acquire and remove all of that certain house located partially upon the real property hereinabove described and partially upon your remaining real property approximately opposite Highway Engineer's center line Station 463+10 and Westerly of the center line of said highway; and in connection therewith, it is necessary to acquire a right of entry to go upon your remaining real property contiguous to said house for the purpose of moving, dismantling, or otherwise disposing of said house.

I have been authorized by the State Highway Commission to extend its offer to you for delivery of a warranty deed to the State of Oregon, by and through its State Highway Commission, conveying the acquisition hereinabove described. The conveyance must be free and clear of all taxes, liens and encumbrances, including the proportionate part of the real property taxes for the fiscal year during which the State takes possession of or receives title to said acquisition. For the conveyance I have been authorized by the State Highway Commission to offer to you, and do hereby offer to you, the sum of $11,850.00.

May I ask your earnest consideration of this offer at an early opportunity. The time and services of the right of way agent who has negotiated this file will continue to be available for any further assistance needed. He is able to arrange the details for closing this transaction. The offer is extended with the hope that this file may be concluded to the satisfaction of all, and it is toward this end that I have extended the offer of the Commission with the hope that you may find it acceptable.

Yours very truly,

D. H. MOEHRING
Right of Way Engineer

ALR:ka

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Brown

DATE July 23, 1973

TO Mr. Robert Bothman
Metropolitan Engineer

FROM Adele L. Egan
Asst. Right of Way Office Mgr.

SUBJECT File 46394, L-6872
S. E. Division Street-S. E. Foster Rd. Sec.
East Portland Freeway

RECEIVED
JUL 25 1973
METRO R/W DEPT

Attached for your records and information are three copies of the Final Judgment (Case No. 386659) covering the property acquired for right of way by condemnation proceedings from Katsumi Nakayama, et al. Also attached are your copies of the E-300 form.

AE
ls
Attachments

✓ cc: Mr. Louis Grothaus
(With copy FJ)

46394
L-6812

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno, Plaintiff, vs. KATSUMI NAKAYAMA and KIYO NAKAYAMA, husband and wife; and EQUITABLE SAVINGS & LOAN ASSOCIATION, an Oregon corporation, Defendants.	No. 386659 FINAL JUDGMENT

This matter coming on before the Court upon stipulation of the parties, plaintiff acting by and through Robert A. Holland of its attorneys and the defendants Katsumi Nakayama and Kiyo Nakayama, husband and wife, acting by and through their attorney, George Mead, Jr., and the defendant Equitable Savings and Loan, acting by and through Dean P. Gisvold of its attorneys; and

It appearing to the Court and the Court now finds that the real property described in paragraph III of plaintiff's complaint and sought to be condemned and appropriated herein is necessary for a public purpose, and that prior to the commencement of this action plaintiff by resolution so declared; and

It appearing to the Court and the Court now finds that plaintiff, prior to the commencement of this action and pursuant to its resolution, attempted to acquire the said real property and rights of access by agreement and purchase, but was unable to do so; and

It appearing to the Court and the Court now finds, based on the files and records herein and the stipulation of the parties, that the just compensation to be awarded to the defendants for

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno,

Plaintiff,

vs.

KATSUMI NAKAYAMA and KIYO NAKAYAMA, husband and wife; and EQUITABLE SAVINGS & LOAN ASSOCIATION, an Oregon corporation,

Defendants.

No. 386659

FINAL JUDGMENT

This matter coming on before the Court upon stipulation of the parties, plaintiff acting by and through Robert A. Holland of its attorneys and the defendants Katsumi Nakayama and Kiyo Nakayama, husband and wife, acting by and through their attorney, George Mead, Jr., and the defendant Equitable Savings and Loan, acting by and through Dean P. Gisvold of its attorneys; and

It appearing to the Court and the Court now finds that the real property described in paragraph III of plaintiff's complaint and sought to be condemned and appropriated herein is necessary for a public purpose, and that prior to the commencement of this action plaintiff by resolution so declared; and

It appearing to the Court and the Court now finds that plaintiff, prior to the commencement of this action and pursuant to its resolution, attempted to acquire the said real property and rights of access by agreement and purchase, but was unable to do so; and

It appearing to the Court and the Court now finds, based on the files and records herein and the stipulation of the parties, that the just compensation to be awarded to the defendants for the appropriation of the real property hereinafter described and the rights of access hereinafter set forth is the sum of $15,500; and

It further appearing that plaintiff has heretofore deposited with the Clerk of this Court the sum of $12,575, and has now deposited an additional amount of $2,925, a total deposit of $15,500, which is the total amount found by the Court to be just compensation. The plaintiff is now entitled to judgment in accordance therewith, appropriating the acquisition therein, hereinafter described, to the State of Oregon, by and through its State Highway Commission, in fee simple, free and clear of all encumbrances except as hereinafter set forth; now, therefore,

IT IS HEREBY ORDERED, ADJUDGED AND DECREED by this Court as follows:

I

That the real property hereinafter described be, and the same hereby is, appropriated for public purposes; and title to said property, together with all rights and easements therein, be, and the same hereby is, vested in the State of Oregon, by and through its State Highway Commission, in fee simple, free and clear of all liens and encumbrances. Said real property so appropriated is described as follows:

Title in fee simple to the following described real property for right of way purposes including its use for a street connection between S. E. Schiller Street and S. E. Pardee Street:

PARCEL 1

A parcel of land lying in Lot 4, Block 4, CADWELL'S ADDITION, Multnomah County, Oregon and being a portion of that property described in that deed to Katsumi and Kiyo Nakayama, recorded February 24, 1966 in Book 468, Page 482 of Multnomah County Record of Deeds; the said parcel being described as follows:

Beginning on the South line of said property at a point 40 feet West of the Southeast corner of said property; thence East along said South line 40 feet to said Southeast corner; thence North along the East line of said property to the Northeast corner of said property; thence West along the North line of said property to the Southwest corner of that property described in that deed to Howard W. and Dorothy L. Brightman, recorded December 7, 1953 in Book 1634, Page the total amount found by the Court to be just compensation. The plaintiff is now entitled to judgment in accordance therewith, appropriating the acquisition therein, hereinafter described, to the State of Oregon, by and through its State Highway Commission, in fee simple, free and clear of all encumbrances except as hereinafter set forth; now, therefore,

IT IS HEREBY ORDERED, ADJUDGED AND DECREED by this Court as follows:

I

That the real property hereinafter described be, and the same hereby is, appropriated for public purposes; and title to said property, together with all rights and easements therein, be, and the same hereby is, vested in the State of Oregon, by and through its State Highway Commission, in fee simple, free and clear of all liens and encumbrances. Said real property so appropriated is described as follows:

Title in fee simple to the following described real property for right of way purposes including its use for a street connection between S. E. Schiller Street and S. E. Pardee Street:

PARCEL 1

A parcel of land lying in Lot 4, Block 4, CADWELL'S ADDITION, Multnomah County, Oregon and being a portion of that property described in that deed to Katsumi and Kiyo Nakayama, recorded February 24, 1966 in Book 468, Page 482 of Multnomah County Record of Deeds; the said parcel being described as follows:

Beginning on the South line of said property at a point 40 feet West of the Southeast corner of said property; thence East along said South line 40 feet to said Southeast corner; thence North along the East line of said property to the Northeast corner of said property; thence West along the North line of said property to the Southwest corner of that property described in that deed to Howard W. and Dorothy L. Brightman, recorded December 7, 1953 in Book 1634, Page 494 of Multnomah County Record of Deeds; thence Southwesterly in a straight line to the point of beginning, containing 6,420 square feet.

PARCEL 2

A parcel of land lying in Lot 4, Block 4, CADWELL'S ADDITION, Multnomah County, Oregon; the said parcel being described as follows:

Beginning on the South line of said Lot 4 at a point 20 feet West of the Southwest corner of Parcel 1; thence East along said South line 20 feet to the Southwest corner of Parcel 1; thence Northerly along the Westerly line of Parcel 1 a distance of 20 feet; thence Southwesterly in a straight line to the point of beginning, containing 200 square feet, more or less.

All rights of access of every nature to the right of way of said highway project except to said street connection.

II

That there is hereby appropriated to the plaintiff for public purposes a right of entry to go upon the defendants' remaining real property contiguous to the property described in paragraph I hereof and to remove, dismantle or otherwise dispose of that certain house located partially upon the real property hereinabove described and partially upon the defendant's remaining real property approximately opposite Highway Engineers' center line Station 463+10 and westerly of the center line of said highway.

III

That none of the parties shall recover interest, costs or attorney fees herein.

Dated this 22nd day of June, 1973.

/S/ William M. Dale
CIRCUIT JUDGE

Beginning on the South line of said Lot 4 at a point 20 feet West of the Southwest corner of Parcel 1; thence East along said South line 20 feet to the Southwest corner of Parcel 1: thence Northerly along the Westerly line of Parcel 1 a distance of 20 feet; thence Southwesterly in a straight line to the point of beginning, containing 200 square feet, more or less.

All rights of access of every nature to the right of way of said highway project except to said street connection.

II

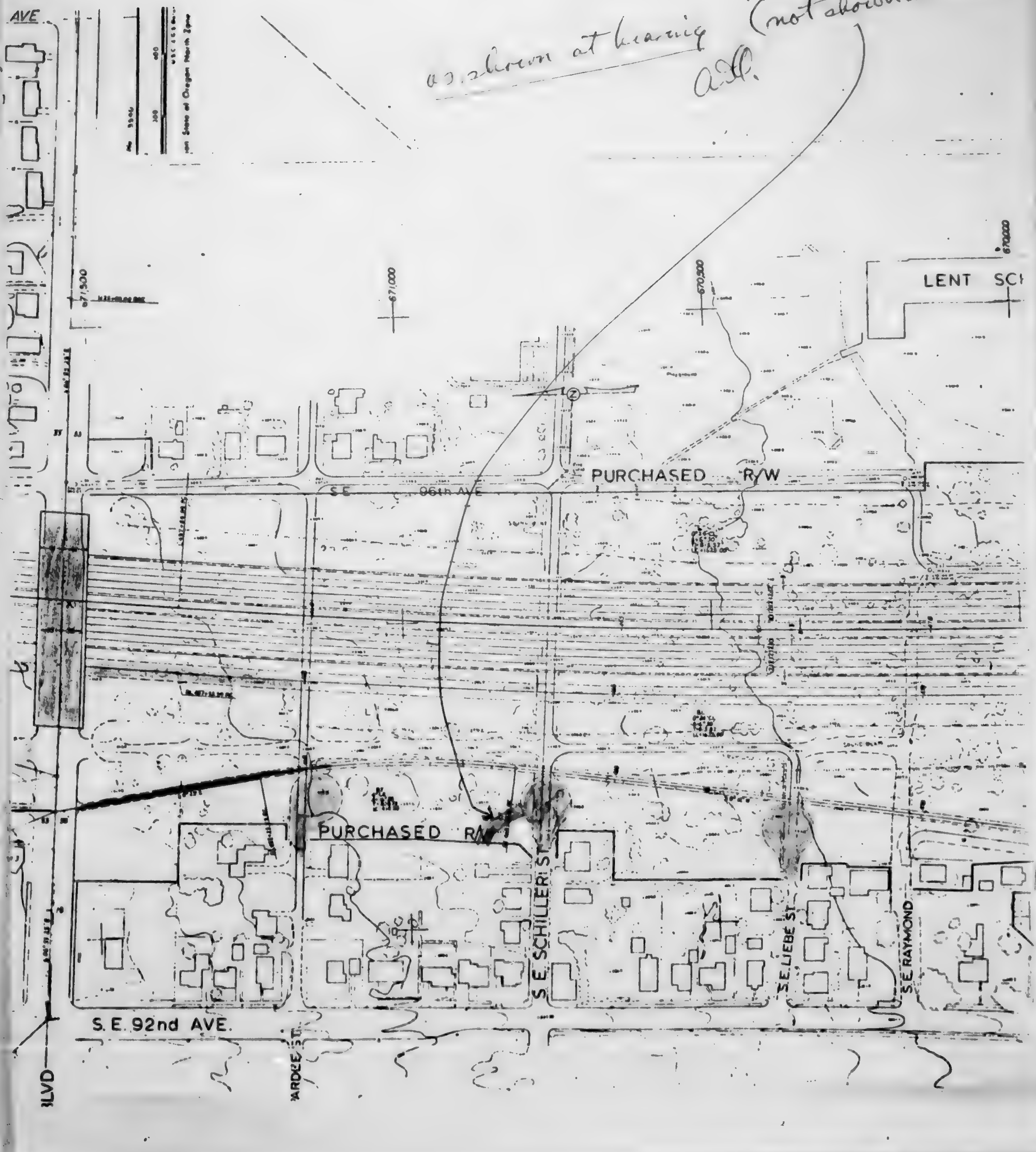
That there is hereby appropriated to the plaintiff for public purposes a right of entry to go upon the defendants' remaining real property contiguous to the property described in paragraph I hereof and to remove, dismantle or otherwise dispose of that certain house located partially upon the real property hereinabove described and partially upon the defendant's remaining real property approximately opposite Highway Engineers' center line Station 463+10 and westerly of the center line of said highway.

III

That none of the parties shall recover interest, costs or attorney fees herein.

Dated this 22nd day of June, 1973.

/s/ William M. Dale
CIRCUIT JUDGE


AVE
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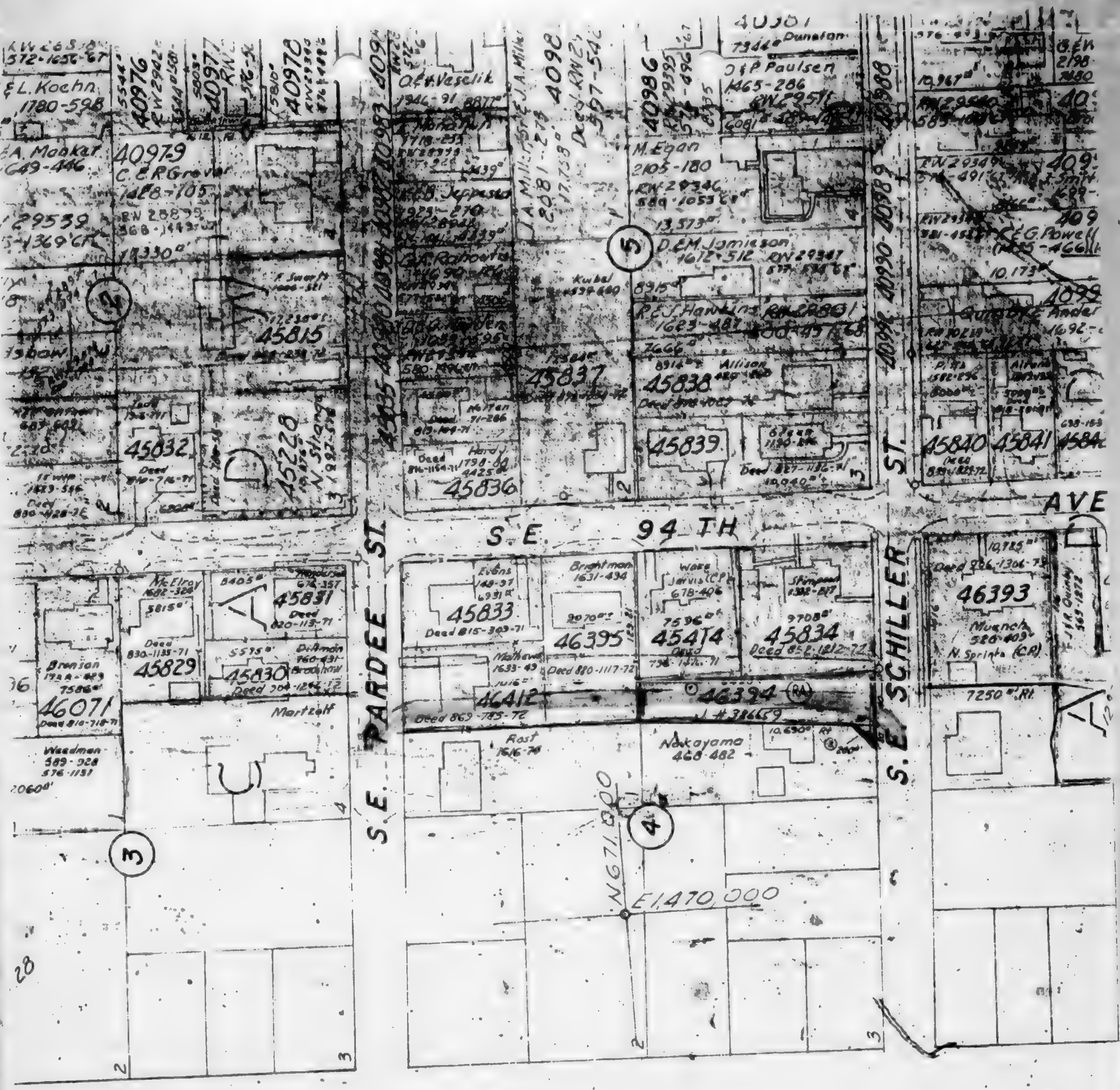
LENT SC
PURCHASED R/W
S.E. 96th AVE
PURCHASED R/W
S.E. SCHILLER ST
S.E. LIEBE ST
S.E. RAYMOND
S.E. 92nd AVE.
LVD
ARDEE ST

as shown at hearing

connection to property
(not shown at hearing)

A.H.


S.E. 94 TH AVE
S.E. PARDEE ST.
S.E. SCHILLER ST.
E.L. Koehn
C.E.R. Grover
O & P Paulsen
M. Egan
D.E.M. Jamison
45815
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Martzolf
Rost
Nakayama
Weedman
Brenion
McElroy
Evans
Brightman
Mathews
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Muench
N. Sprinks
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R/W map

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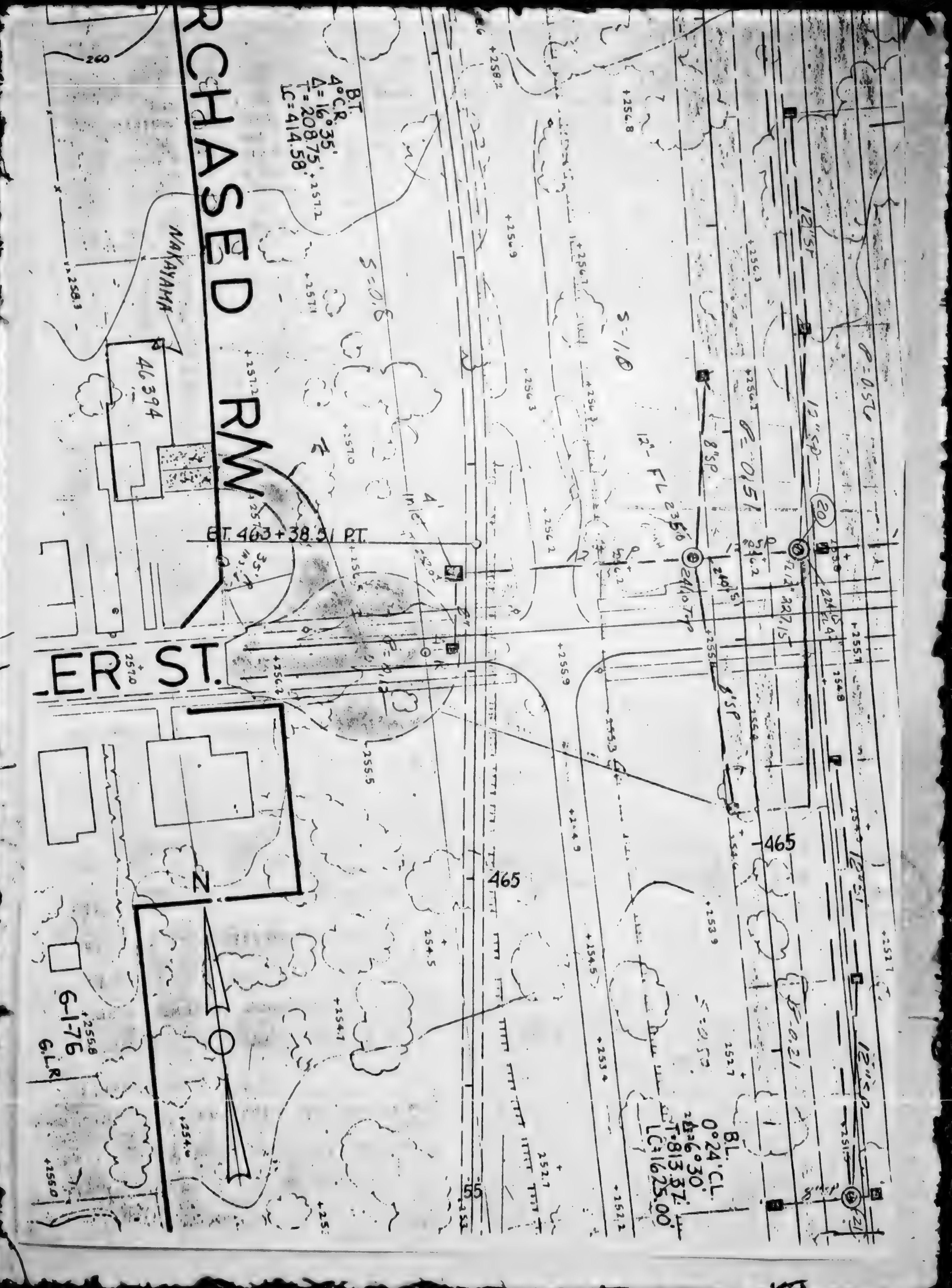
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LC=1625.00'
6-1-76
G.L.R.
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12" SP
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8" SP
12" FL
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20
21
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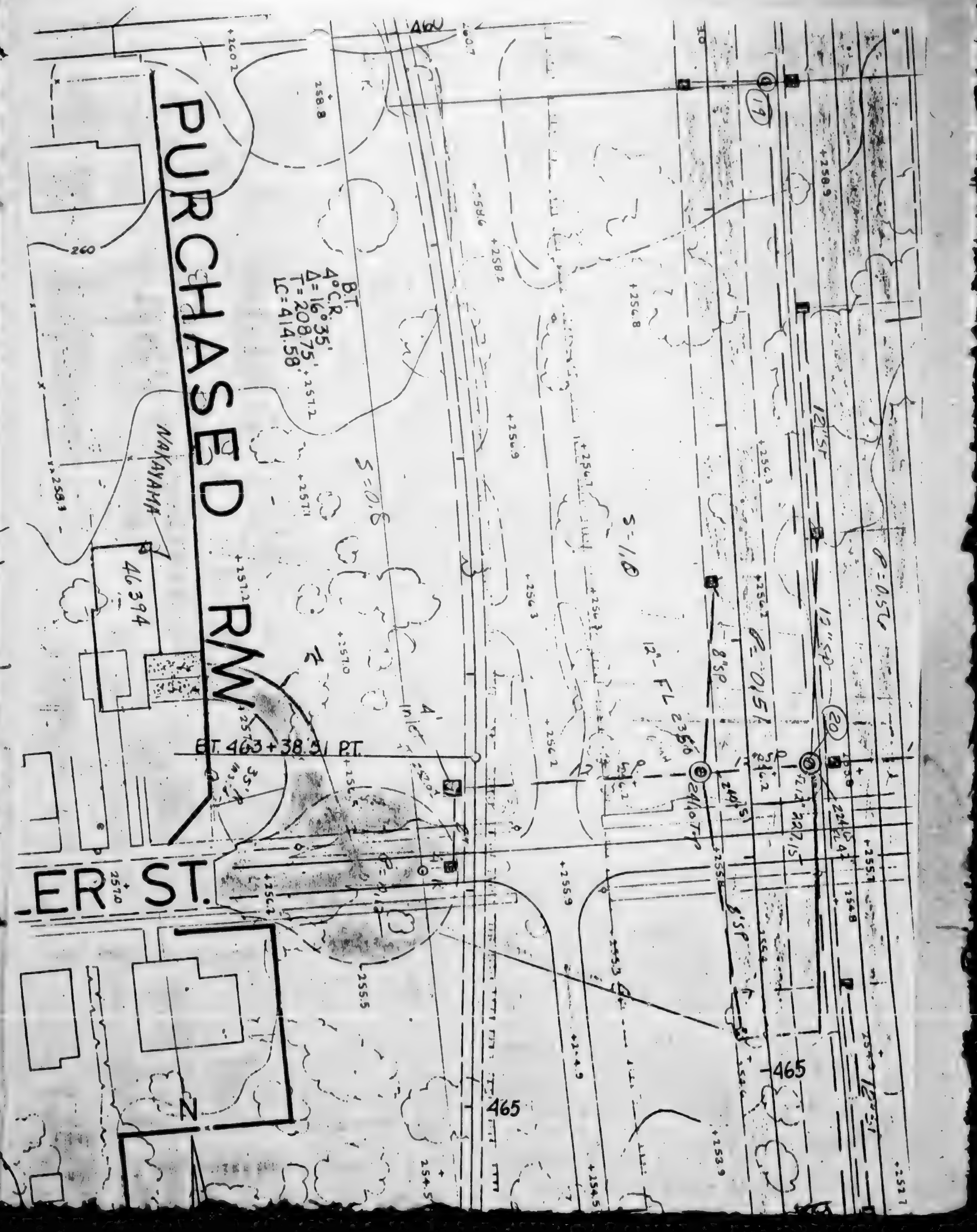
PURCHASED R/W
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NAKAYAMA
46394
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Δ=16°35'
T=208.75'
LC=414.58'
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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 11, 1976

In reply refer to: 1041BR.1

SUBJECT: Oregon Project I-205-7(2)301
S.E. Holgate Undercrossing -
Bridge No. 13533

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer

Mr. Hart's preliminary plan submittal, dated April 27, 1976, is approved.

for G. L. Green

cc
OSHD W. Hart

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STATE HWY ENGR
JUN 14 '76
REFER TO
[illegible]
FOR
Info | Inve. | R/D | D.K | Sign | Act | File

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

BR 13533

May 10, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Your Ref.
1041BR.1

Dear Mr. Green:

S.E. Holgate Undercrossing
Bridge 13533

Your May 5, 1976 comments on our preliminary submittal for the S.E. Holgate Undercrossing suggested a revision in span lengths. Bent 2 cannot be relocated to the area suggested.

The area between the busway and the highway shoulder is reserved for a future light rail transitway. The span arrangement is considerably out of balance. It has been checked and can be handled satisfactorily in design.

The lane layout on the structure will allow double striping between opposing lanes of traffic. The busway width has been revised to call for two 14-foot lanes.

Very truly yours,

ORIGINAL SIGNE
WALTER J. HART

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
R. N. Bothman

MAY 11 1976

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 13533

April 27, 1976

NOTED
E. S. HUNTE

Your File 10-35.6

Mr. G. L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

S.E.Holgate Blvd. Uxing
S.E.Powell Blvd.-S.E.Foster Road Section
East Portland Freeway
Multnomah County
Oregon Project I-205-7(2)301

Enclosed are two prints each of drawings 31191 and 31344 which are the new preliminary plan and elevation and vicinity map for the subject structure.

The roadway width is the same as our original submittal of December 14, 1971 which was approved by your office February 17, 1972. The length of the structure has been changed to span the latest plan for the freeway.

We have studied three alternates for this structure. A two-span constant depth, a three-span haunched, and a three-span constant depth, all post-tensioned box girders. The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is as follows:

Two-span, constant depth	$1,126,000
Three-span, haunched	978,000
Three-span, constant depth	932,000

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The three-span, constant depth alternate was selected as it requires the least depth at this location where grades are critical.

The foundation data is the same as submitted with our original proposal.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JMT:dh
Enclosures

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
R. N. Bothman /w/ 2 encl.

RECEIVED
STATE HWY ENGR
APR 27'76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

EP7

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: February 17, 1972

In reply refer to: 10-35.6

FROM : R. B. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)301
Holgate Boulevard Structure

We have reviewed your submission of December 14, 1971 and February 10, 1972 on the subject structure and find your proposal acceptable. It is hereby approved.

Left clearance under the structure on the ES and NW lines should be carefully reviewed and designed for maximum protection approaching and through the structure.

Hall
cc Hunter

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

E P 7

February 10, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Sir:

S.E. Holgate Boulevard Undercrossing
S.E. Bush St.-S.E. Foster Road Section
Bridge 13533 Multnomah County

Enclosed are five copies of the foundation recommendation including drawing 27889 for the S. E. Holgate Boulevard structure over the East Portland Freeway (I-205). Spread footings will be used as they check out to be more economical.

This information should complete our preliminary submittal dated December 14, 1971.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

JEB:dh
Enclosures

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
FEB 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

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LPF

December 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Sir:

S. E. Holgate Blvd. U'xing
S. E. Bush St.-S. E. Foster Rd. Section
E. Portland Freeway
Multnomah County
Bridge 13533

Enclosed are five prints each of drawings 27685 and 27578, which are the preliminary plan and elevation and the vicinity map for the Holgate Boulevard Undercrossing structure. The foundation recommendation will be forwarded when it becomes available.

The roadway width of 66 feet provides for four lanes of traffic with nine-foot shoulders on Holgate Boulevard. The four-span structure crosses four lanes of northbound and four lanes of southbound East Portland Freeway traffic plus two lanes northbound and two lanes southbound interchange legs. Sidewalks eight feet wide on each side of the structure continue on the Holgate Boulevard walks.

This structure is a four-span, post-tensioned concrete box girder which provides the required minimum depth as grades are critical at this location. The median and island treatments, guardrail, shoulder barrier, and column protection are being studied. A two-span structure would have extra long spans and require a much deeper section. The foundation is assumed to be such that steel pile will be required at the end abutments and the interior bents will be on spread footings.

The approximate cost of this structure, based on estimated quantities and including an allowance for engineering and contingencies, is $863,000. Alternate structures were considered as follows:

	Est. Cost
Constant depth post-tensioned box girder	$828,000
Haunched, double-sloped RCBG	$812,000
Constant-depth RCBG	$796,000

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

JEB:dh
Attachments

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
DEC 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
May 24, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Steele Street Pedestrian Structure
I-205 Freeway
Multnomah County

L. L. Wallace
Bridge Design Engineer

As requested by Jerry Backstrand, we have reviewed the preliminary design submitted to the FHWA by Mr. Wallace's letter of May 4, 1976, and the comments contained in Mr. Green's letter of May 11, 1976, and have the following comments:

1. Terminating the structure on top of the sound berm with a ramp down the back slope results in an objectionable sharp curve off the end of the structure, which will be difficult to negotiate on a bicycle.
2. Ramping down the back slope required either out-of-direction travel or a steeper grade than that required by the curved ramp.
3. Ramping down the back slope will encourage short cutting across the slope between the paths in an attempt to eliminate the out-of-direction travel.
4. The curved ramp is more asthetically pleasing.
5. It is recommended that the inside retaining wall be eliminated as well as a major portion of the outside wall and that fill slopes be utilized.
6. The Steele Street turn around can be pulled back and the 10 ft. walk along Steele Street pulled away from the structure to either eliminate or minimize the need for a retaining wall.

For the above reasons it is recommended that the curve ramp design be further pursued.

DOC:az
cc: F. E. Terpin
A. Olson
E. Eriksen

1 Versteeg
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 24 1976
ROAD
DESIGN
SECTION

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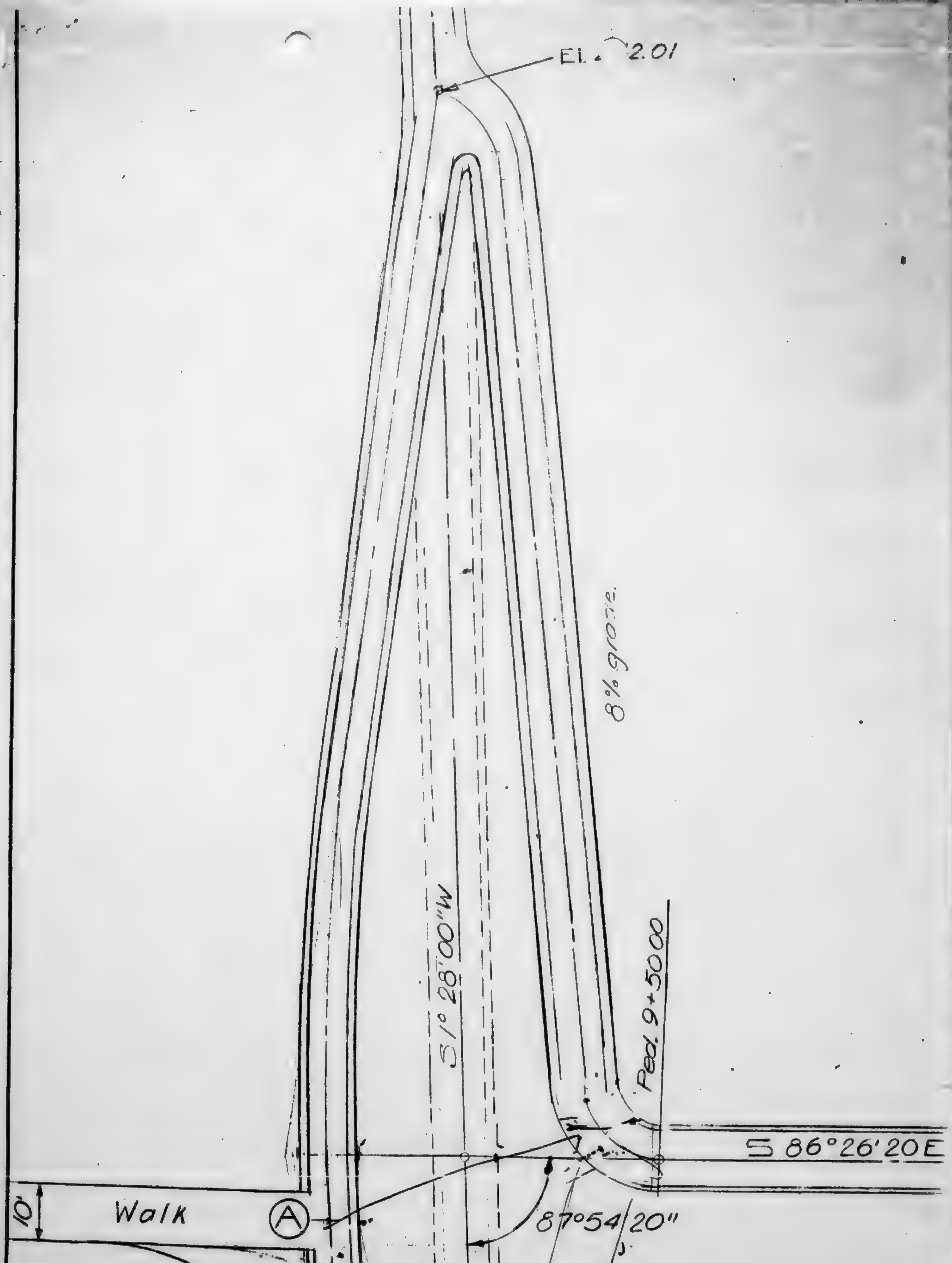
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8% grade.
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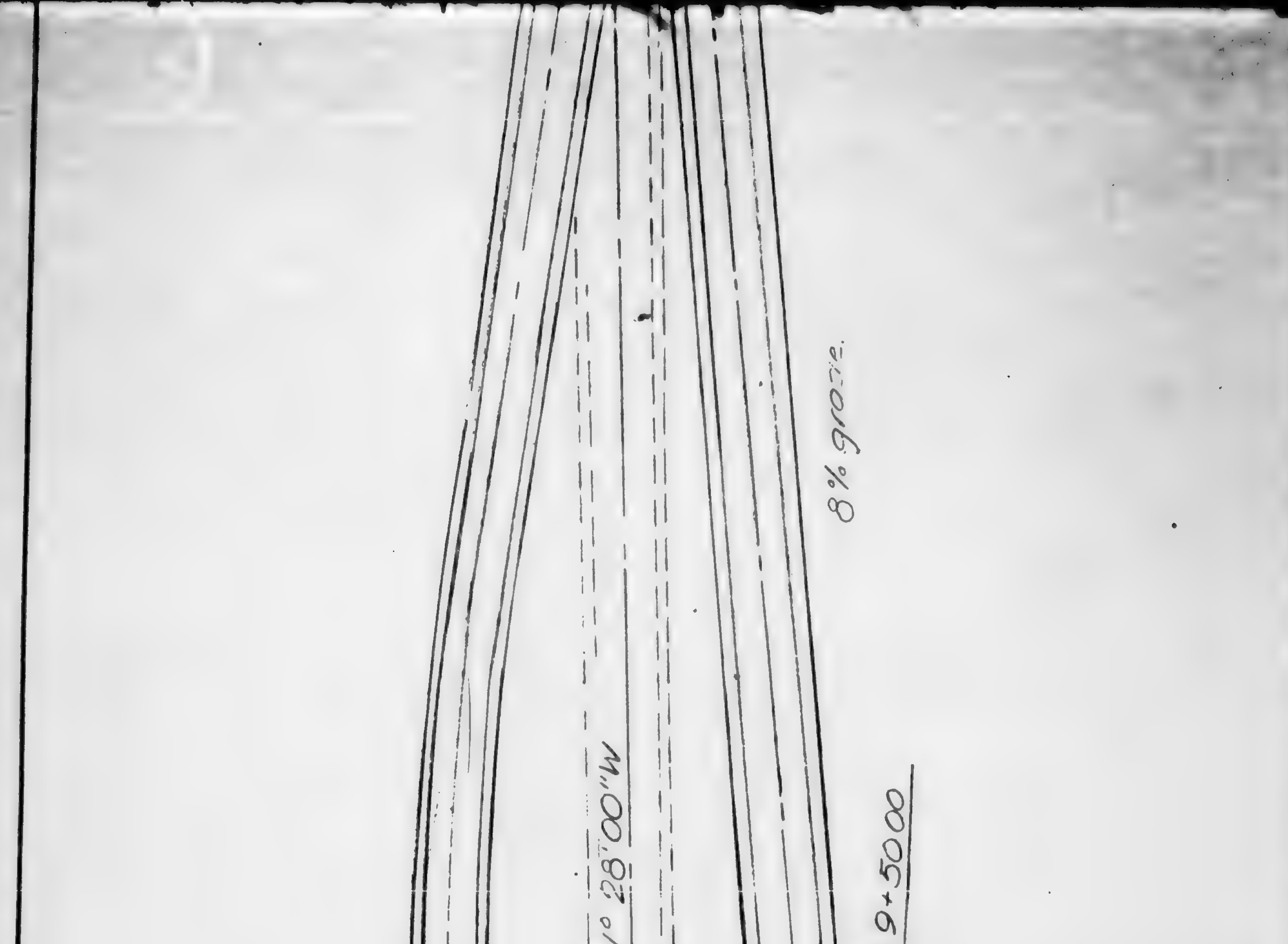
8% grade
S 1° 28'00"W
Ped. 9+50.00
S 86°26'20E
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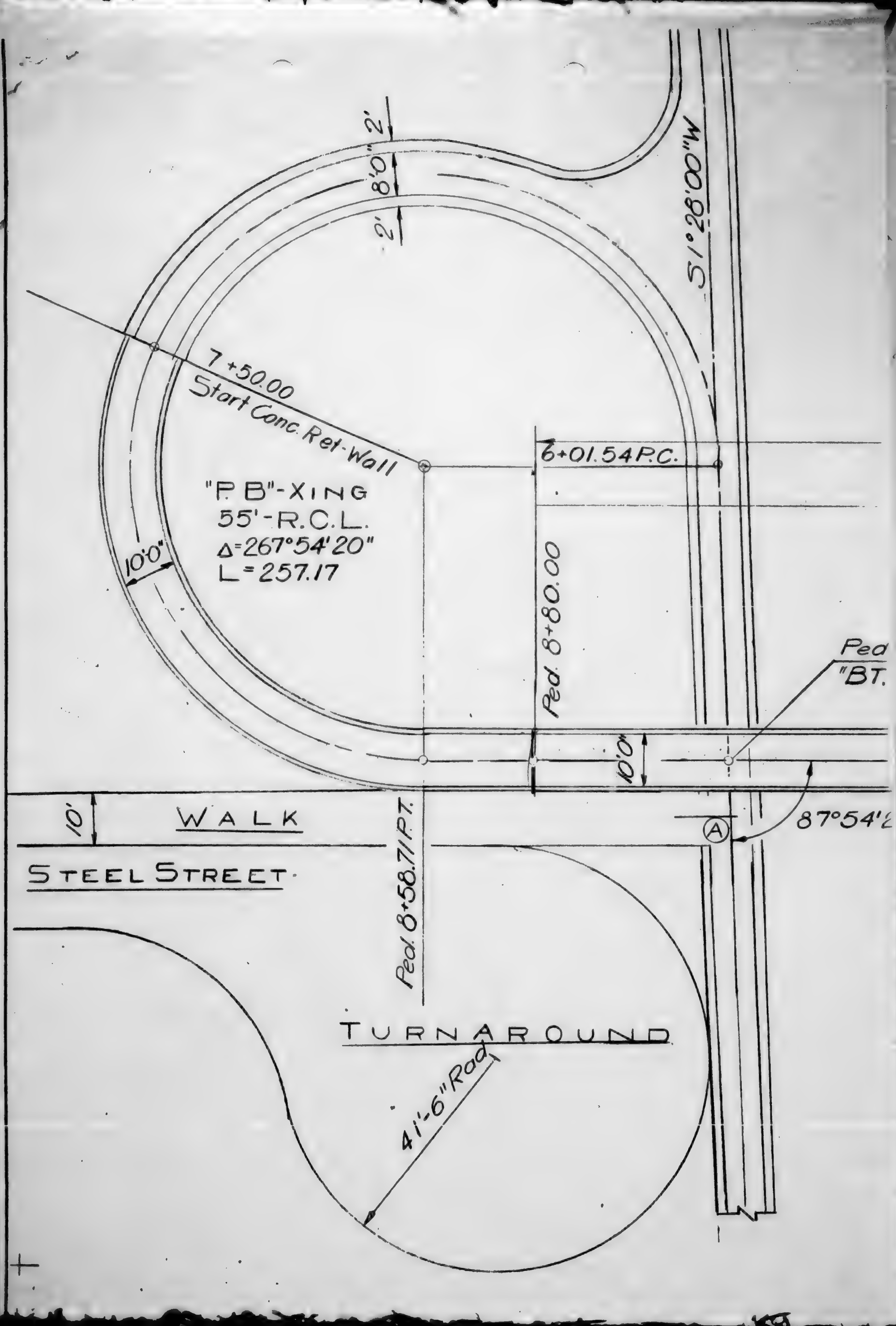
TURN AROUND
P

Design proposed by FHWA in letter dated 5-11-76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8'0"
2'
51°28'00"W
7+50.00
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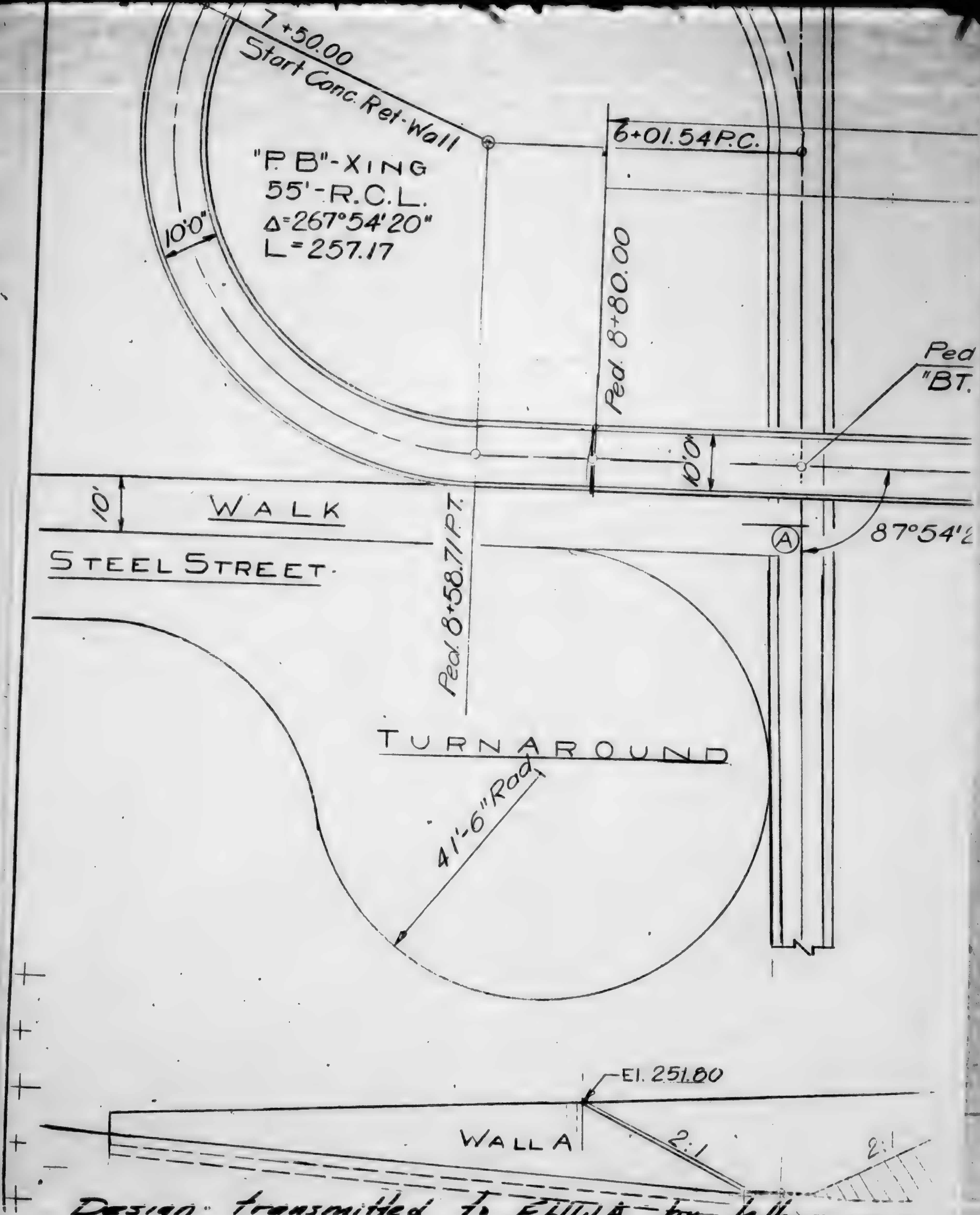
55'-R.C.L.
Δ=267°54'20"
L=257.17
10'0"
6+01.54 P.C.
Ped. 8+80.00
Ped
"BT.
10'0"
87°54'2
A
10'
WALK
STEEL STREET
Ped. 8+58.71 P.T.
TURNAROUND
41'-6" Rad.


7+50.00
Start Conc. Ret-Wall
6+01.54 P.C.
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Δ=267°54'20"
L=257.17
10'0"
Ped. 8+80.00
Ped
"BT.
10'0"
10'
WALK
STEEL STREET
Ped. 8+58.71 P.T.
A
87°54'2
TURNAROUND
41'-6" Rad.
El. 251.80
WALL A
2:1
2:1

Design transmitted to FHWA by letter of 5-4-76.

84 1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 21, 1976

FROM: Frank E. Terpin
Location Engineer

TO: Walter J. Hart
Bridge Design Engineer

SUBJECT: Steele St. Pedestrian U'xing
Powell Blvd-Foster Road Section
East Portland Freeway
Multnomah County

Terminating the subject structure at the top of the sound berm was considered as an alternate but was rejected because of the extremely short radius curves at the end of the structure and at the ramp connection to the bikeway.

Providing only one ramp to the north of the structure makes out-of-direction travel for those wishing to go south and construction of a ramp to the south is not desirable because the ground is falling away at about a 4% grade, making the ramp extremely long if an acceptable gradient is to be provided the cyclist.

For these reasons it was decided to lengthen the structure and provide the curcular ramp.

FET:mc

cc J. H. Versteeg

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 21 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up / /
Other

8456 Form FHWA 121 (Rev. 5-73) 2 on 13

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 4, 1976

In reply refer to: 1041BR.1

NOTED
E. S. HUNTER

SUBJECT: Oregon Project I-205-7(2)301
Harold Street Overcrossing
13537A

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Revised preliminary plans submitted with Mr. Hart's letter, dated April 16, 1976, are approved.

For G. L. Green

RECEIVED
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Office of
Assistant State Highway Engineer

5-6-76
Hart
cy [illegible]

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

BR 13537 & A

April 16, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Harold Street Oxing
S. E. Powell Blvd.-S.E. Foster Rd. Sec.
East Portland Freeway
Multnomah County
Oregon Project I-205-7(2)
Your File 10-35.6

Enclosed are two prints of drawings 31274 and 31343 which are the new plan and elevation and vicinity map for the subject structures. The roadway widths are in accordance with the latest plan for the freeway and busway.

Our original submittal of February 8, 1972 which was approved by your office with letter of March 3, 1972, proposed a three-span, cast-in-place slab span and a single span post-tensioned box girder as an alternate. We have studied the same two alternates and find that using current prices, the single span is the most economical. The costs, based on approximate quantities and including an allowance for engineering and contingencies, are estimated to be:

Single Span	$ 897,000	Freeway Structure
	142,000	Busway Structure
Three Span	1,075,000	Freeway Structure
	203,000	Busway Structure

8

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The foundation data is the same as submitted with our original proposal.

Very truly yours,

Walter J. Hart
Bridge Engineer

JMT:dh
Enclosures

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
R. N. Bothman /w/ 2 enclosures

RECEIVED
STATE HWY ENGR
APR 19'76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 20, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

515

FROM
George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

SUBJECT
Harold Street O'xing
Bush St.-S.E.Foster Ave. Section
East Portland Freeway
Multnomah County Bridge 13537 A,B,C

In reply to your letter of March 3, 1972, regarding the eight-foot shoulder on the west side of the "F On" centerline on Bridge No. 13537C, this is in a transition section between the eight-foot distance centerline to gutter line for the one-lane on ramp and the six-foot shoulder for the two-lane "FW" line. The transition to eight feet is made south of the structure.

JEB:smd
cc
A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 3, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)
S. E. Bush Street-S. E. Foster Road Section
Harold Street Overcrossing Structures

1. Baldwin – Draft
cy A E Johnson 3-10-72

CLW
R/D

Preliminary plans submitted with Mr. Johnson's February 8 and Mr. Wallace's February 25 letters have been reviewed and are approved with the following comments: The roadway width of the FW structure includes an 8 foot shoulder on the inside. This should be 6 feet.

3-10-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY E

RECEIVED
MAR 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. W. ELLISON

RECEIVED
MAR 13 1972
BRIDGE DIVISION

NOTED
TOM EDWARDS

NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

EPF

February 8, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Harold Street Overcrossing
S. E. Bush Street-S. E. Foster Avenue Section
East Portland Freeway
Bridges 13537, A, B, C
Multnomah County

Enclosed are five prints each of Drawings 27910, 27911 and 27684, which are the preliminary plan and elevation and vicinity map for the Harold Street Overcrossing structures. Also enclosed are five prints of the architectural study. The foundation recommendation will be forwarded when it becomes available.

The "L" line northbound structure provides for four lanes of freeway traffic plus shoulders. The "L" line southbound structure provides for an acceleration lane in addition to the four through lanes plus shoulders. The "EF" and "FW" overcrossings are basically two-lane structures plus shoulders. A 44-foot curb-to-curb section plus eight-foot sidewalks is the required section of Harold Street.

Cast-in-place reinforced concrete slab structures of three spans with sloping columns and single-span post-tensioned box girder structures were the two types considered. The costs are estimated to be:

Three Span	$864,000	(Total cost four structures)
Single Span	$962,000	(Total cost four structures)

As illustrated by the attached architectural study, both proposals are pleasing in appearance. The double letter-sized sketch attached to the architectural drawing illustrates a revision to the shape of the columns of the proposed alternate, which will be incorporated into the detail plans.

In consideration of the $98,000 difference in estimated costs, we have selected the three-span, cast-in-place slab span alternate. All of the above estimates are based on approximate quantities and include an allowance for engineering and contingencies.

The preliminary foundation information indicates the use of steel piling at all bents.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Enc.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

LLW:dh/AEJ:ja

1-205

DIRECTOR'S FILE
I-205

OCT 20 1975

HNG-25
Init
Div Admin ✓
Eng Coord ✓
Ass't EC
Env Coord
Fin Mgr.
EEO Spec.
Auditor
Planning
Bridge
Rt of Way
Area E

Oregon I-205, Columbia River to Foster-Woodstock Section

H. A. Lindberg
Associate Administrator for
Engineering and Traffic Operations
Washington, D.C. 20590

Mr. Louis E. Lybecker
Regional Federal Highway Administrator
10ED.1 Portland, Oregon

This memorandum will confirm the Office of Engineering's earlier discussions with members of your staff on the subject project. Our comments are based upon the information forwarded by Mr. Cowdery's September 18 transmittal to Mr. W. J. Wilkes. Our response has been coordinated with the Office of Planning.

Our comments are organized under major issues of concern; the majority of which are stated in Mr. Green's August 29 memorandum to Mr. Klaboe. We have avoided detailed comments on the specifics of design.

Interchanges

We support your position on partial versus full interchanges. As stated in Mr. Green's memorandum, the objectives for limiting access were ". . . to reinforce desired arterial travel patterns, minimize traffic impact on neighborhoods, keep local trips on the arterial system and reinforce transit usage." We feel that alternative solutions such as ramp metering with priority vehicle access and other traffic control strategies should be considered in lieu of completely eliminating interchange movements.

A solution should be developed initially, which would accomplish the stated objectives without sacrificing safe operational design for all movements. Furthermore, we do not feel that the prohibition of movements at interchanges is necessarily a viable means for restraining adjacent land use development.

Exclusive Busway Concept

The feasibility of providing an exclusive busway in a radial corridor has been clearly demonstrated and evaluated. An exclusive busway in a circumferential corridor, on the other hand, has not. We feel that the same measures of benefits, i.e., travel time savings, increased operating efficiency, etc., applied in the justification of radial busways are applicable to circumferential corridors.

RECEIVED
OCT 28 1975
FROM
DYKEMA
OREGON DIVISION

CYS SENT
IN GLG, 10-30-75.
BALDWIN
KLABOE
BOTHMAN

In the case of I-205, and in the case of most circumferential facilities functioning as collector-distributors, potential benefits are directly dependant upon the radial facilities which connect to the CBD. Therefore, unless the level of service provided the various classes of vehicles on the connecting radial facilities (Banfield Freeway) is adequately considered and evaluated in conjunction with the circumferential facilities (I-205 Busway), a decision on the feasibility of the busway cannot be made. This is consistent with our earlier discussions. To date, the adequacy of the "Banfield Freeway" serving as the principle radial to the I-205 busway has not been adequately supported.

As designed, I-205 lacks optimum modal flexibility. It is possible, with design modification, for the exclusive busway to accommodate other high occupancy vehicles. Such flexibility would maximize the investment in the facility by increasing person throughput and encouraging high occupancy vehicle use. The planned 28-foot two-way busway could operate as a one-way reversible roadway for all HOV's in the peak periods and shoulders could be provided utilizing some of the right-of-way for the proposed light rail facility. This alternative should be studied.

The criteria used in supporting the busway, as discussed in the materials included in the State's submission, are somewhat misleading. For example, Figure 4 compares the travel times of local bus service to express bus service on I-205. For southeast Holgate Street it appears that the buses, instead of functioning in an express mode on I-205, could function in an express mode on the Holgate arterial from I-205 westward and accomplish a similar time savings (due to out of direction travel on I-205). The same considerations should be applied to other radial arterials along the I-205 corridor in order to achieve realistic comparisons of bus routing alternatives.

We also feel that person-trip criterion rather than bus-volume criterion should be used to measure benefits of HOV priority treatments. It is essential to know how many passengers the HOV's will be carrying in order to address benefits.

Given the low volumes of buses predicted to utilize the facility in the near future, there should be some consideration to implementing the HOV priority facilities in stages. It appears that a feasible alternate of satisfying the priority treatment objectives would be to initially provide reserved lanes on the freeway itself. Initial design could provide for the necessary right-of-way, ramps, structural section, etc., to accommodate future busway facilities should they be needed. This and other stage-construction alternatives within the corridor should be studied in order to minimize risks due to uncertainty.

Concerning the station and access point design on the proposed busway, bypass lanes should be provided in order to maximize flexibility. Due to the number of stations in the corridor, some skip-stop operation would probably be desirable. Additionally, it is desirable to allow for the accommodation of all HOV's and special purpose vehicles wherever possible in the event that such vehicles would be allowed to use the facility. The provision of bypass lanes would enhance both of these operational possibilities. Careful attention should be given to other features of station design and access when more specific plans are prepared.

It appears that additional study and justification are needed before a decision can be made concerning the use of Interstate funds. The studies should address cost/benefit analysis and alternative means of satisfying the transportation, environmental and energy objectives of the Portland region. We recognize the constraints (political, economical, and otherwise) within which your choice of actions will be limited. We offer our further assistance as you feel appropriate.

/s/ H. A. Lindberg
H. A. Lindberg

Hand delivered

RECEIVED
OCT 31 1975
OFFICE
DIRECTOR of TRANSPORTATION

8456

45

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 11, 1975

Ernie Munch
City Planner
City of Portland
424 S.W. Main Street
Portland, OR 97201

Attached are copies of the S.E. Foster Rd.-S.E. Causey Ave. section paving project which is the section scheduled for contract letting February 27, extending south of Foster Road. I have included the full set of plans to use as you wish.

Also attached is a copy of the S.E. Bush St.-S.E. Foster Rd. section grading project preliminary plans, which as I discussed, are revised to provide six lanes, four for auto, two for high-occupancy. This would be the next project scheduled for construction on I-205. It would be a continuation of the section south of Foster Road. It is a revision from the earlier eight-lane facility. This section design is subject to the outcome of the hearing scheduled March 27, 1975.

Robert Bothman

R. N. BOTHMAN
Metropolitan Engineer

NOTED
E. S. HUNTER

ebg

cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Hon. Neil Goldschmidt
Ernie Bonner

attachment

RECEIVED
FEB 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

52-56 13

FORM 81-734-3030

PREFIX NO: 646-1209
FILE CODE: 410

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 27, 1974

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

TO: Dave Moehring
Maintenance Engineer

SUBJECT: Fruit Trees
Bush-Foster Road Section
I-205

NOTED
H. S. COULTER

Attached is a copy of Bob Bothman's letter of November 22, 1974, recommending that the fruit trees on the Bush-Foster Road Section of I-205 be saved. We will be required to spray these trees and there is the problem of the people stopping along the freeway as well as local people climbing the access control fences to harvest the fruit. I would appreciate your recommendation on Bob's proposal.

METROPOLITAN ENGINEER
NOV 27 19
TE UE T/A

JHV:jh
cc: E. S. Hunter
H. S. Coulter
R. N. Bothman
E. L. Hardt
Roy Olson

Versteeg!
Remember:
(1) this is on I-205 Mt Hood Interchange R/W!
(2) this is Portland – residential Area.
(3) this is temporary condition
(4) there is R/W Maintenance Crew
(5) No traffic!

Bothman

Coulter
cc Moehring
Hardt

RECEIVED
DEC 4 1974
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 22, 1974
Portland, OR 97213

FROM: R. N. BOTHMAN
Metropolitan Engineer B

SUBJECT: Bush-Foster Section
I-205

TO: MEMO TO THE FILE

I discussed removal of fruit trees on the subject project and in particular those trees outside the grading line for the main line proposed for construction with Roy Olson.

Roy advised that it is current policy to remove these types of trees from the right of way outside the construction line due to the requirement of maintaining the trees including spraying.

Although Roy will make his recommendation to remove the trees, I believe consideration should be given to leave them in place even if it means we have to spray them, in order to lessen the impact of the wide open corridor which we have developed for the I-205 freeway in anticipation of the Mt. Hood interchange.

ebg

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
Roy Olson
E. L. Hardt

RECEIVED
NOV 25 1974
Office of
Assistant State Highway Engineer

8456

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 19, 1974

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: S.E. Bush-S.E. Foster Section
East Portland Freeway
Multnomah County

TO: MEMORANDUM TO THE FILES

NOTED
E. S. HUNTER

This memo is to document a deviation from practice that has been dictated by a shortage of material, namely Type 3 V-mesh fencing fabric.

The subject material would normally be specified for use on the subject project in certain areas. However, experience has shown, as evidenced by the failure to receive bids on a recent project, that the V-mesh material is not currently available.

Therefore, chain link fencing has been specified for the replacement since it is the only other acceptable type of fencing that is available.

FET:we
cc: ~~E. S. Hunter~~
C. T. Keasey
R. N. Bothman
Clifford Christianson, FHWA
C. G. Swenson
Fred Eriksen

RECEIVED
NOV 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8456

-13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
November 18, 1974

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: S.E. Bush-S.E. Foster Rd. Sec. Extension to Powell Blvd. and I-5 Freeway

TO: R. W. Bothman
Metropolitan Engineer

We have received instructions to complete the grading plans for the S.E. Bush-S.E. Foster Road Section of I-205 and to be prepared for a contract letting in December so adding the structures, surfacing and connections to Powell Blvd. to this project is not possible.

A second project to do the structures, surfacing, etc., could be prepared for a late 1975 contract letting if everything proceeds according to plan. We would appreciate getting copies of your proposal with cost estimates as outlined in your letter of October 10, 1974.

I agree that completing I-205 to S.E. Woodstock-S.E. Foster Road Couplet is critical in providing service to southeast Portland. The extension of I-205 with a temporary connection at Powell Blvd. would provide some relief to S.E. 82nd, S.E. 92nd and S.E. 111th but is not nearly as important as the service to the Foster-Woodstock Couplet.

NOTED
E. S. HUNTER

JHV:jh
cc: E. S. Hunter

RECEIVED
NOV 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8456

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 30, 1974

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: S. E. Bush-S. E. Foster
I-205

RECEIVED
NOV 13 1974
ROAD DESIGN SECTION

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

METROPOLITAN ENGINEER
NOV 1 1974

We plan to grade the S. E. Bush-S. E. Foster Road Section of I-205 at a cost of $3,000,000. For an additional 7.3 million dollars the section from Holgate to Foster Road could be completed (structures and surfacing) and, in addition, temporary connections completed northerly to S. E. Powell Blvd.

The design we propose to use would provide a direct connection to Powell Blvd. close to the I-205 crossing of S. E Powell Blvd. Then at such time that we would construct this section of I-205 the connections to Powell Blvd. would have to be removed. An alternate to this proposal would be to construct a half diamond interchange on the south side of Powell Blvd. which we could use in the future if the Mt. Hood Freeway is not built. The removal of the half diamond interchange at some future date could cause a public turmoil at removal time and in addition could inhibit transportation planning for the Mt. Hood corridor if service is provided to the corridor at this time.

To provide this service to S. E. Powell Blvd. we would have to expend the following non-recoverable funds.

1. Provide four lanes from S. E. 92nd Avenue to S. E. 112th and provide a left turn refuge between S. E. 96th and S. E. 98th including signalization at a cost of $500,000. This probably would be non-interstate funding.

2. We would need to assume either a high grade line from S. E. Holgate to Powell Blvd. for a future Mt. Hood Freeway or make a commitment for the low grade line with no Mt. Hood Freeway. We would have a 50% chance of guessing wrong and the penalty for a wrong guess would be a $250,000 loss in surfacing cost.

3. We would need to revise our temporary structure and detour concept at S. E. Holgate with an initial cost of a temporary structure of $265,000 with a possible salvage value of $115,000 increasing the net cost at this location by $150,000.

why see Temp connection

Not Reqd.

Not Reqd

RECEIVED
NOV 18 1974
Office of
Assistant State Highway Engineer

No

To open the Powell Blvd.-Foster Road Section of I-205 (1.2 miles) will cost somewhere between $650,000 and $900,000. These funds would not be recoverable to any extent and must be charged to the service provided. The planned 3 million dollar grading project could be put to public use at least a couple of years sooner and would improve our public image. Some other 7.3 million dollar FAI project would have to be removed from the current program and delayed to 1977 or 1978. Thus losing the advantage of using the delayed as yet unidentified project which could easily be more critically needed than the proposed service to S. E. Powell Blvd.

Blue Sky //

Relief of 82nd is issue

Complete Grading 1975 //

In summary connections to S. E. Powell Blvd. would cost between $650,000 and $900,000, would provide a service but not a critical service to the local motorist, put the 3 million dollar section of I-205 to use somewhat earlier and delay some other 7.5 million dollar FAI project for two to three years.

Complete Paving 1981 //

Based on my evaluation of this proposal I would not recommend completing the S. E. Foster Road to S. E. Powell Blvd. at this time. After the 3 million dollar Holgate-Foster grading project on I-205 has been completed in 1975 new information will have been generated so that a better decision can be made at that time. This decision would delay the opening of the connections to Powell Blvd. by one year and would increase the cost of this project by an anticipated inflation rate. This latter is relative as we are talking about two 7.3 million dollar projects - one to be built now and the other to be delayed so the total cost of both projects would be the same using the same time interval for analysis.

II

Choices! ///

JHV:jh
cc: H. S. Coulter
R. H. Bothman

METROPOLITAN ENGINEER
NOV 1 1974

6456

15

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 21, 1974

22

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Construction Schedule I-205

TO: E. S. Hunter
Assistant State Highway Engineer

Plans and specifications for the I-205 South Banfield-S. E. Yamhill Street Sewer (4-1/2 million dollars) and the S. E. Bush-S. E. Foster Road Grading Project (3 million dollars) are nearing completion. As soon as the EIS on I-205 has been cleared these two projects will be advertised.

So far as the contract schedule to complete I-205, neither of these projects needs to be started before 1977. The Bush-Foster Grading Project will be highly visible and could generate a substantial amount of public comment as this section of I-205 will not be open to traffic until 1979 or 1980. The proposed sewer section will not be as visible but would still represent a sizeable investment that would not need be made for two or possibly three years.

Because of the need for railroad agreements, PUC permits, and additional bridge designs we do not have any other I-205 projects that could be brought forward for contracting at this time. The best we could hope for with these constraints would be some additional I-205 projects in early 1976.

It appears that we have two alternates. We can go ahead with the sewer and grading project at this time or delay contract lettings on I-205 until 1976. Whichever alternate is decided upon it will not have any significant bearing on the final completion of the I-205 freeway.

10-28-74
Hal
Be prepared to let these (2) projects as soon as the EIS is approved.
ESH
cc Klaboe

JHV:jh

10-28-74
ORIGINAL TO
Hal Versteeg

RECEIVED
OCT 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

845.6

13

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 23, 1974

TO MEMO TO THE FILES

NOTED
E. S. HUNTER

C. G. Swenson

FROM C. G. Swenson
Specifications Engineer

SUBJECT OSHD-AGC Joint Cooperative Committee
Meeting October 15, 1974
Agenda Item 74-1 "Shoring and Cribbing of Trench Excavation"

The above subject was on the January meeting agenda and brought up again by AGC at the October meeting. They requested that we consider paying for shoring and cribbing of trench excavation. They suggested paying for this by the square foot with measurement similar to that specified by the State of Washington.

Washington specs provide for payment for shoring and cribbing per square foot for "shoring and cribs" for trench excavation where trenches are more than four deep, with the quantity determined by measuring both sides of the trench.

If we want to try this on a project, it is recommended that we try it on the Bush-Foster grading job with measurement the same as specified by the State of Washington. This project has a considerable amount of sewer pipe to be installed from five to thirty feet deep involving approximately 16,000 cu. yds. of trench excavation, and approximately 150,000 square feet of shoring and cribs.

VED
Y ENG
OCT 24 '74
REFER TO
FOR

CGS:fw

RECEIVED
OCT 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 10-29-74

cc Hunter
Swenson

8+56

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 10, 1974

Portland, OR 97310

FILE: Case file

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: S.E. Bush-S.E. Foster
I-205

TO: E. S. HUNTER
Asst. State Hwy. Engineer
Operations

SALEM

NOTED
E. S. HUNTER

Present preliminary plans out for review on the S.E. Bush-S.E. Foster Road section of I-205 are drawn to withhold construction of the structures, due to the question of the Mt. Hood interchange connection to I-205.

In completing the Causey-Gladstone section to Sunnyside Road, I have taken the approach that we should open the section to Sunnyside Road to draw whatever traffic possible to that County road.

I also was working with the intention that we should open I-205 to the Foster-Woodstock couplet at such time as that project is completed (the paving project), in a similar manner to utilize I-205 as it is constructed.

It would seem that the Division should seriously consider opening I-205 to S.E. Powell Boulevard (US26) to at least serve that portion of the metropolitan area destined south, drawing that traffic from 82nd Avenue. This would also draw traffic eastbound on US26 from 82nd Avenue, generated south of Powell Boulevard, providing relief to 82nd.

This connection could be accomplished by proceeding with the overcrossing structure of Foster-Woodstock, which is not affected by the design of the Mt. Hood interchange, the structures at Harold Street, also not affected, and the temporary overcrossing at S.E. Holgate with adequate clearances so that it can be used for traffic until such time as a permanent solution to the ramping for US26 is established.

It would appear that there would be a cost benefit established by proceeding to utilize this section of I-205 which otherwise would tend to be an investment in Highway dollars that could not be used.

I would appreciate your consideration to this approach for the S.E. Bush-S.E. Foster Road section, as well as the approach to opening the Foster-Causey section, and the Causey-Gladstone section, to traffic.

10-21-74
ORIGINAL TO
Hal Versteeg

ebg

cc: Coulter

10-21-74
Versteeg
Makes sense.
Any problems.
ESH
cc Bothman

RECEIVED
OCT 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8456 15

bc: G. M. Baldwin
E. S. Hunter
L. W. Rulien
J. H. Versteeg
R. N. Bothman
Ted Spence

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 29, 1974

Multnomah County
Dept. of Environmental Services
2115 S. E. Morrison Street
Portland, Oregon 97214

Attention Mr. Oliver J. Domreis
Director of Public Works

NOTED
E. S. HUNTER

Dear Mr. Domreis:

Submitted herewith for your review is one full-size set of plans for the upcoming grading project on the S.E. Bush Street-S.E. Foster Road Section of I-205. Per your request of long standing these plans are considered to be approximately 90% complete.

Your comments and/or suggestions are invited prior to completion of the plans.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:ljt

Encl.

RECEIVED
AUG 29 1974
OFFICE
ASSISTANT STATE HWY [illegible]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8456

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 28, 1974

TO J. B. Boyd, Right of Way Engineer

A D Olson

FROM A. D. Olson, Preliminary Design Engineer

NOTED
E. S. HUNTER

SUBJECT File 47166 (School District No. 1)
Lents School
Bush-Foster Section
East Portland Freeway (I-205)
Multnomah County

This file was set up to cover construction of the sound wall, fence, pedestrian overpass, sidewalk and fire access for Lents School. Our current plan is to build only the main roadways past the school, with earth sound berms adjacent to the roadways.

There would appear to be no point in obtaining this easement at this time since presumably none of the above work will be done if the braided ramps for the Mt. Hood Interchange are not constructed.

It may be that something may be needed for the pedestrian ramp at Steele Street; however, this will be considered with the paving and structure contract is prepared.

Please "hold", defer or in some other way take this file off the active list. If you have any questions, please contact me.

ADO:jh
cc: E. S. Hunter
R. N. Bothman

RECEIVED
AUG 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8-5.6

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 11, 1973

In reply refer to: 10-35-A6

SUBJECT: Oregon Project I-205-7(2)301
S. E. Bush-S. E. Foster Section
East Portland Freeway
Lents School Sound Barriers

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
A. E. Johnson

Your preliminary submittal of proposed sound barrier design, transmitted with Mr. Hunter's October 8, 1973 letter, has been reviewed. The proposal contains a suggested concrete block barrier wall at an estimated cost of $198,000 as well as a "stage construction" earth berm in the event that Mt. Hood Freeway connections are not a part of the initial construction.

The marked increase in predicted noise levels shown in your proposal over that predicted by BB&N indicate that the state-of-the-art in predicting highway sound levels is not an exact science. This difference is due to the variation between modeling methods with very little actual experience data available for substantiation. Increased data gathered over the next few years will undoubtedly be used to adapt current prediction methods to actual conditions with a resultant refinement in accuracy. Continued monitoring of such refinements as well as possible new design techniques and/or barrier development possibilities could change the forecast in this area by the time construction is advertised.

I believe a formal FHWA approval of sound control techniques in the Lents School area would be premature at this time. Your proposal indicates that FHWA noise standards will be exceeded for receptors 4 and 5 in the design year (1990) and receptor 5 initially. If these conditions are still considered to exist just prior to PS&E stage you should make a formal request for a deviation from standards including all support data and reasoning. You may also wish to state an intent to employ all future technology available toward stage construction of sound control measures to bring the future levels within prescribed FHWA standards.

(more)

RECEIVED
STATE HWY ENGR
DEC 14 '73
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER
[illegible]
12-18-73

RECEIVED
DEC 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I appreciate the opportunity to review your proposal since it represents a sound engineering approach toward solving an environmental problem. I agree with the type of barrier and its location as well as the interim "berm" stage. One suggestion is offered regarding the easterly terminus of the Steele Street pedestrian crossing. If the barrier were to remain on the freeway side of the pedestrian ramp, better wall continuity could be maintained with less enclosure effect for the pedestrians. This would provide improved comfort and safety for pedestrian traffic.

G. L. Green

October 8, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Sound Walls at Lents School
S.E. Bush-S.E. Foster Section
East Portland Freeway

Enclosed is the proposed sound wall system at the Lents School site along the East Portland Freeway alignment.

Assuming the Mt. Hood Freeway is to be built, the consultants, Bolt, Beranek and Newman, Inc., proposed 10- to 15-foot high walls at this site between S.E. Holgate Street and S.E. Harold Street with an optional 10-foot wall between S.E. Harold Street and S.E. Foster Road to attenuate the noise anticipated from freeway traffic. The section of wall between Harold and Foster would be insignificant in its effectiveness as found in our study as well as the consultant's (1.6dBA decrease for 1970 L10 and 1.2 dBA decrease for 1990 L10 sound level) and, therefore, we do not propose to construct it. The consultants indicated that this wall could be omitted. The other walls at 10 and 15 feet high in front of the school reduce the sound level 7 to 10 dBA from the predicted level without the walls. This reduced level complies with FHWA requirements but does not meet those proposed by Oregon DEQ.

Attenuation of the sound in the area of S.E. Reedway Street is not achieved by walls or berms of even 30-foot height in the location indicated for walls.

All of the above sound levels are for a receiver height of 5 feet ± above ground elevation; at greater heights, such as second stories of houses, the walls are not effective.

It is proposed to build the wall 10 feet high between Holgate and Harold with the exception of a 15-foot high section in front of Lents School. This is to be concrete block construction as shown. Numerous alternate types of walls were considered. The following are some of those studied.

Type	Cost, including an allowance for Engineering and Contingencies
Timber	$124,000
Cast-in-place Concrete	338,000
Precast Panels	652,000

The estimated cost of the concrete block proposal, based on approximate quantities and including an allowance for engineering and contingencies is $198,000.

In the event the Mt. Hood Freeway is not built, the weaving lanes will not be required and an earth berm 15 feet high above the "L" line grade can be easily accommodated within the same area and accomplish the same sound levels as the above proposal.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

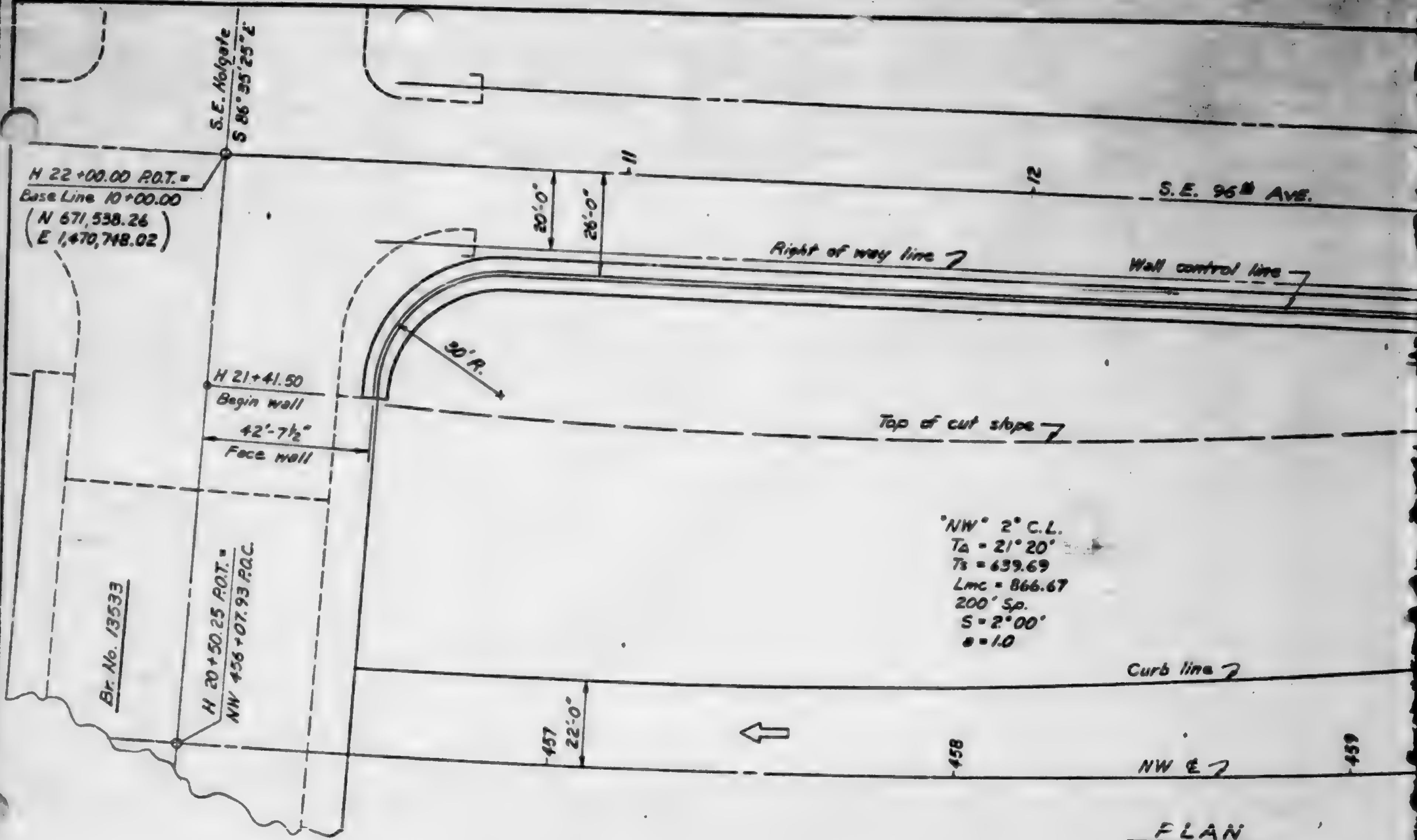
Enclosures

JEB:dh jf

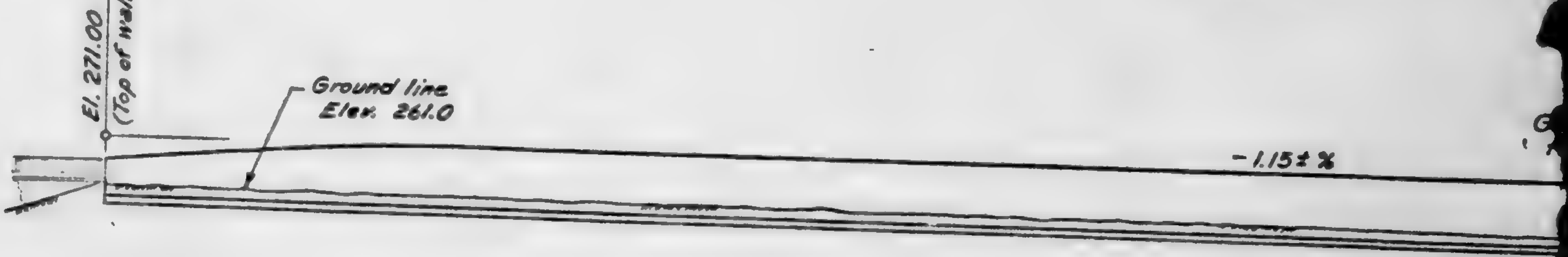
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
L. H. Young

LENTS SCHOOL (I-205)

SOUND WALLS

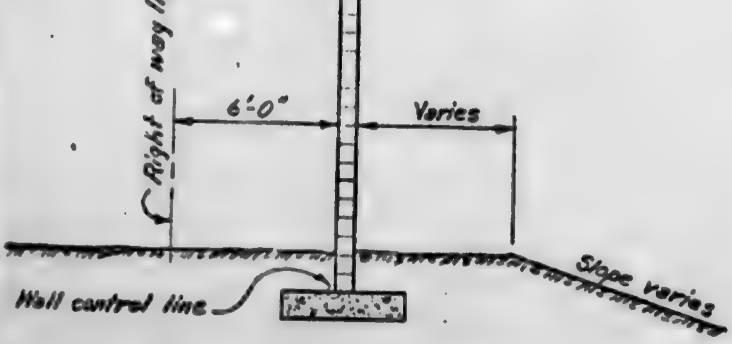

S.E. Holgate
S 86°35'25" E
H 22+00.00 P.O.T. =
Base Line 10+00.00
(N 671,538.26
E 1,470,748.02)
11
12
S.E. 96th AVE.
20'-0"
26'-0"
Right of way line
Wall control line
30' R.
H 21+41.50
Begin wall
42'-7½"
Face wall
Top of cut slope
"NW" 2° C.L.
Δ = 21°20'
Ts = 639.69
Lmc = 866.67
200' Sp.
S = 2°00'
e = 1.0
Br. No. 13533
H 20+50.25 P.O.T. =
NW 456+07.93 P.O.C.
Curb line
22'-0"
457
458
459
NW ℄

PLAN
Scale: 1" = 20'-0"

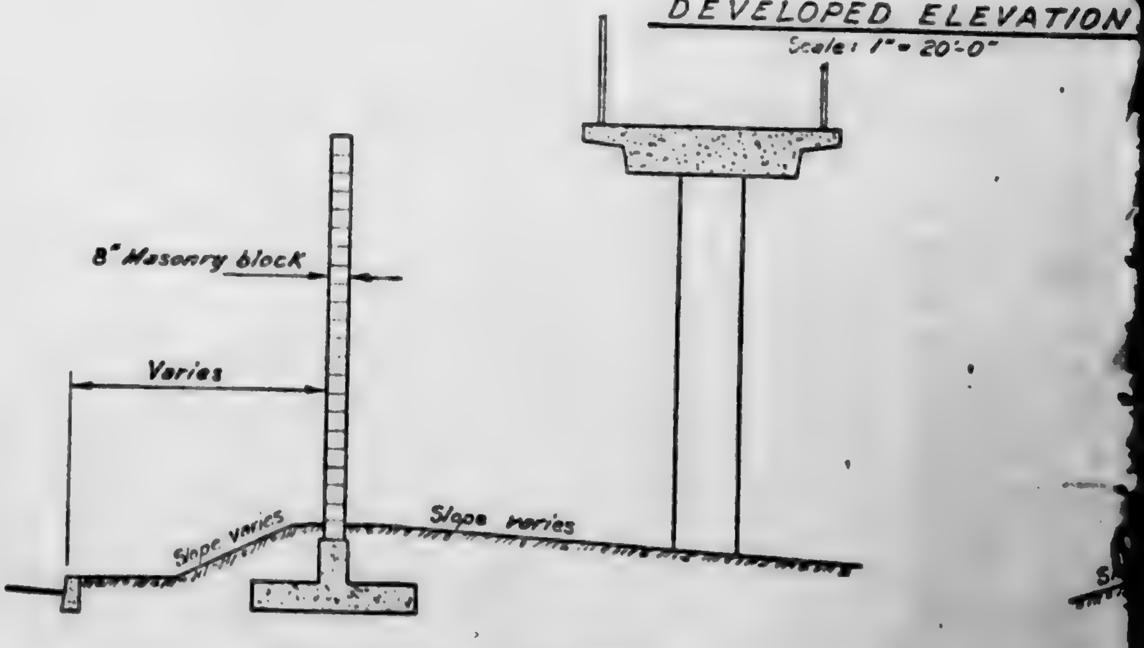

El. 271.00
(Top of wall)
Ground line
Elev. 261.0
-1.15± %
G

DEVELOPED ELEVATION
Scale: 1" = 20'-0"

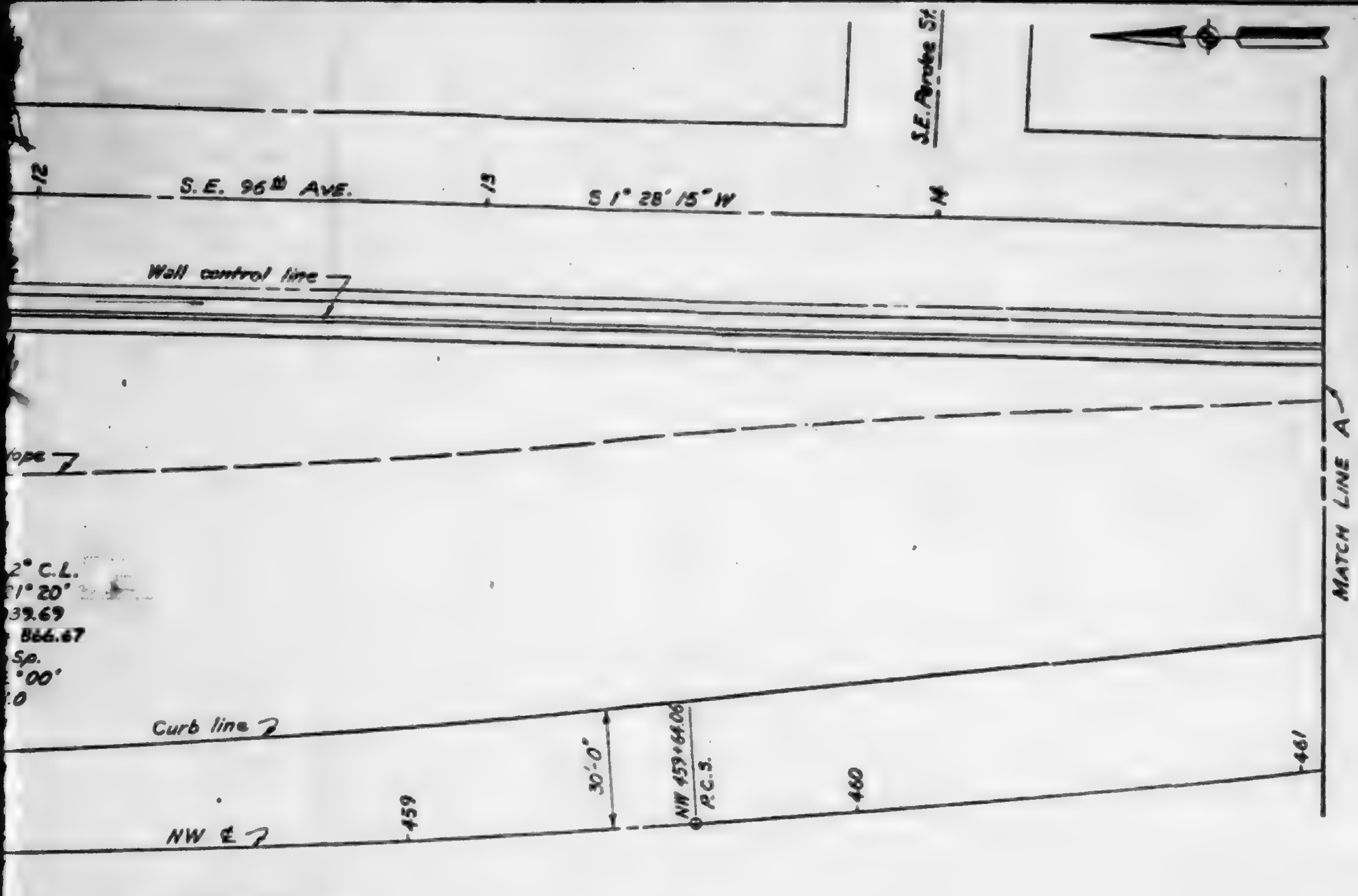
Note
Architectural treatment to be determined for both faces of wall


Right of way line
6'-0"
Varies
Slope varies
Wall control line

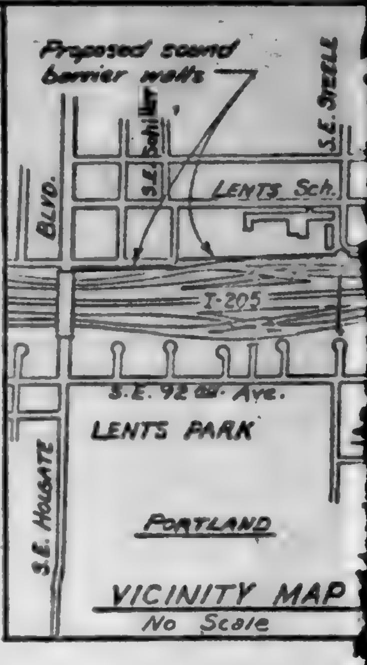
TYPICAL WALL SECTION
BASE LINE STA. 10+ to STA. 29+
Scale: ¼" = 1'-0"


8" Masonry block
Varies
Slope varies
Slope varies
S

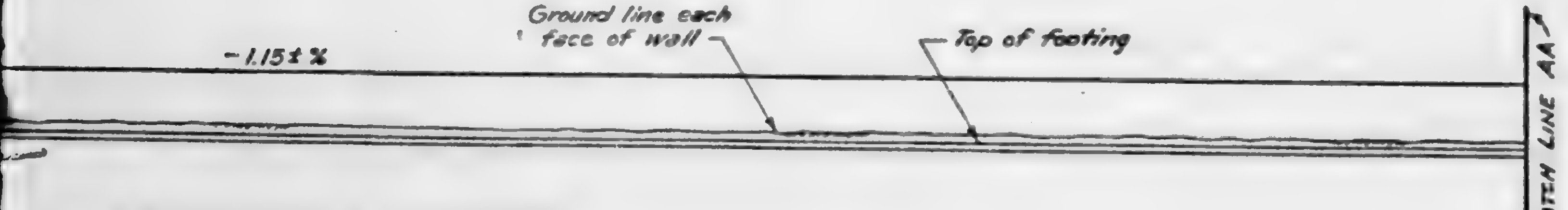
TYPICAL WALL SECTION
NEAR STEELE STREET PEDESTRIAN UXING
Scale: ¼" = 1'-0"


S.E. Parade St.
S.E. 96th Ave.
S 1° 28' 15" W
12
13
14
Wall control line
MATCH LINE A
2° C.L.
1° 20'
39.69
866.67
Sp.
°00'
.0
Curb line
30'-0"
NW 459+64.00 P.C.S.
459
460
461
NW ℄

PLAN
Scale: 1" = 20'-0"

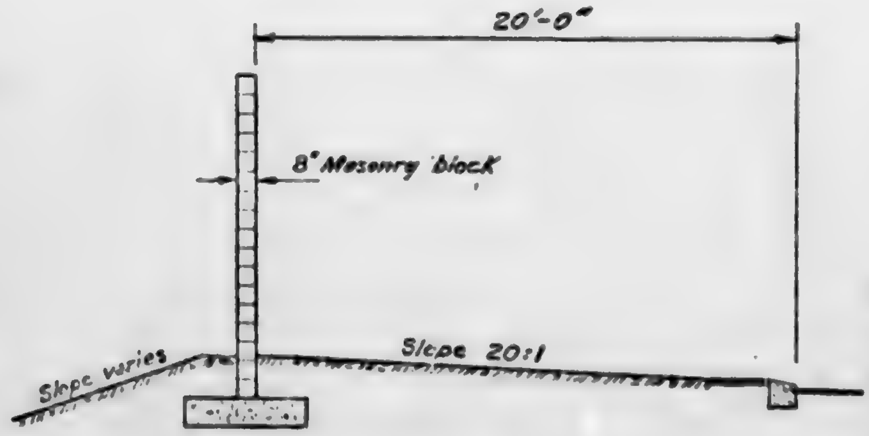

Proposed sound barrier walls
S.E. STEELE
BLVD.
S.E. Schiller
LENTS Sch.
I-205
S.E. 92nd Ave.
LENTS PARK
S.E. HOLGATE
PORTLAND

VICINITY MAP
No Scale


Ground line each face of wall
Top of footing
-1.15± %
MATCH LINE AA

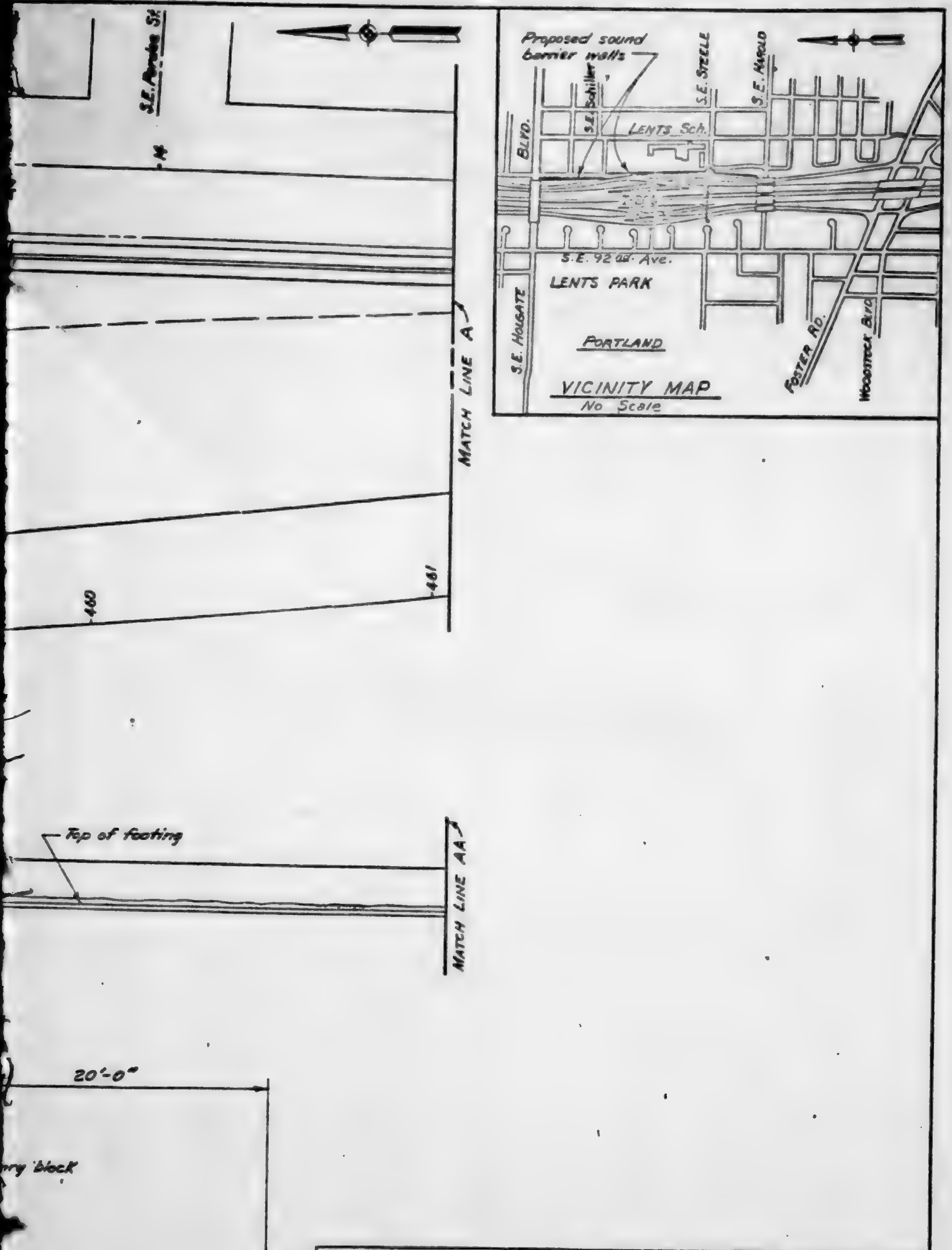
DEVELOPED ELEVATION
Scale: 1" = 20'-0"

ECTION
STRIAN UXING


20'-0"
8" Masonry block
Slope varies
Slope 20:1

TYPICAL WALL SECTION
FW STA. 477+ to STA. 481+
Scale: ¼" = 1'-0"

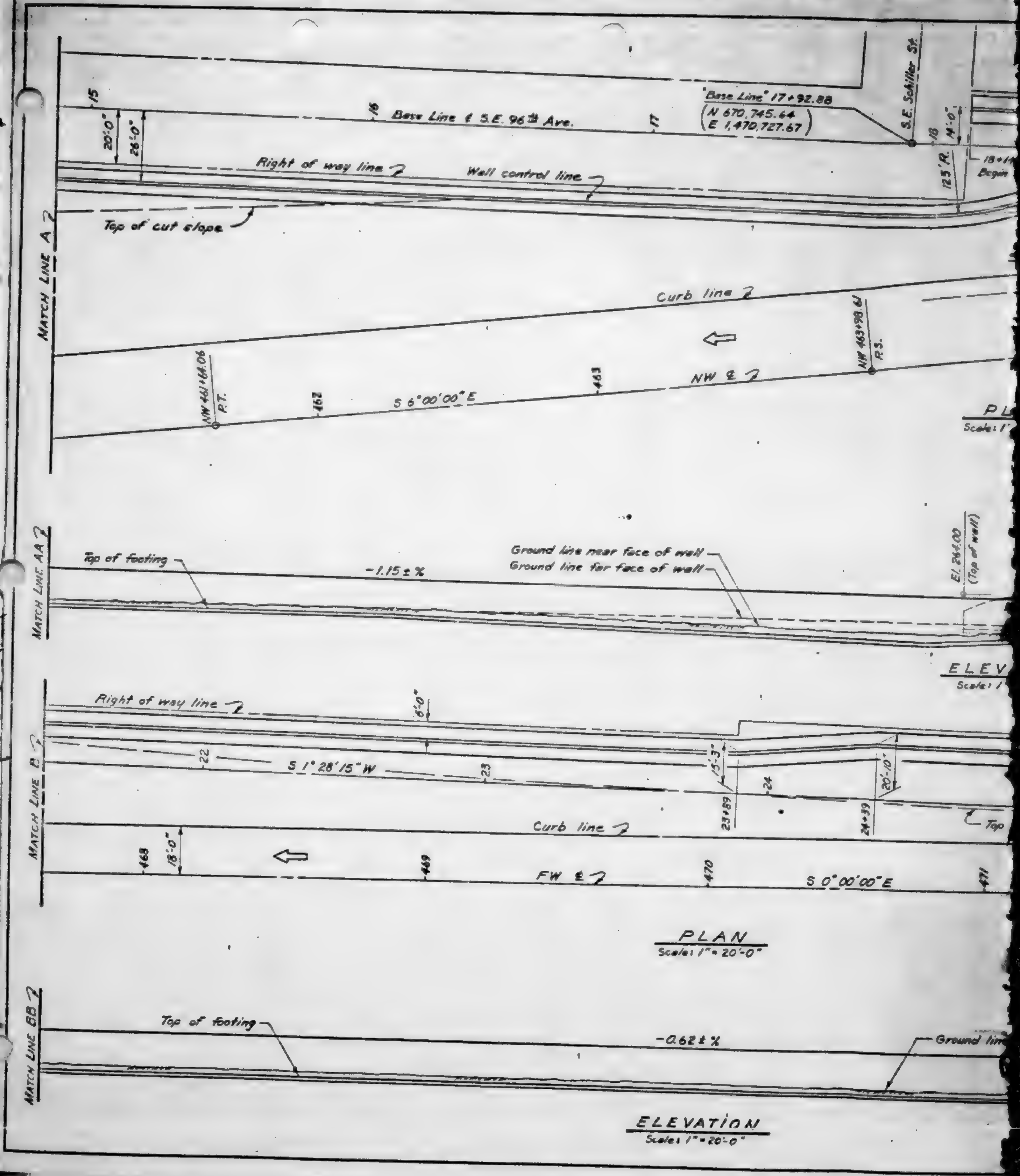
APPROVED:	OREGON STATE BRIDG
BRIDGE ENGINEER	I-205 SOU S. E. BUSH ST. - EAST PORTLAND FREEWA
ASST. STATE HIGHWAY ENGINEER	PRELIMINARY PLA
DESIGNED JGB CHECKED DRAWN JGB CAL. BOOK	DATE 8-14-73 BRIDGE NO. 160 ACCOMPANIED BY DWGS.

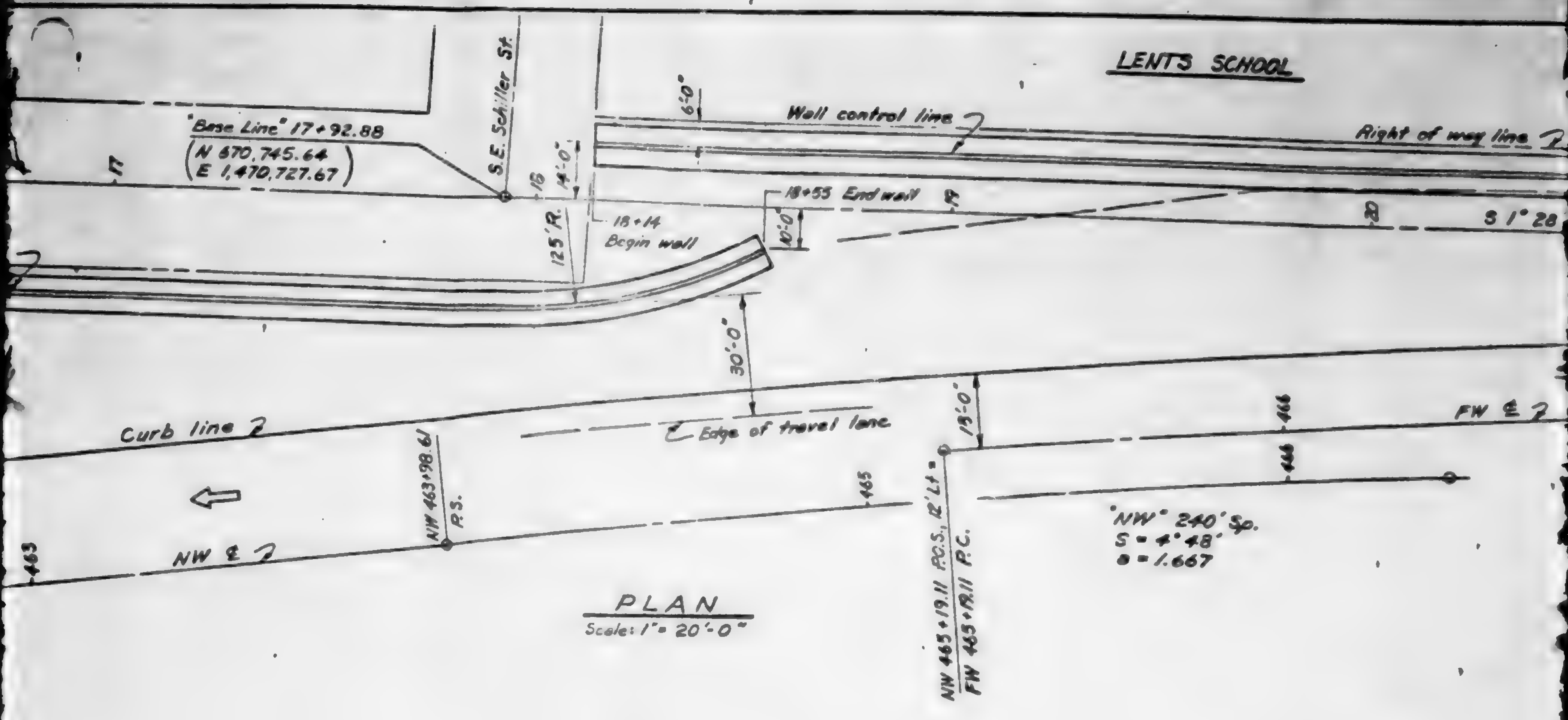

S.E. Pardee St.
14
MATCH LINE A
480
481
Top of footing
MATCH LINE AA
20'-0"
ory block
Slope 20:1
Proposed sound barrier walls
S.E. Schiller
S.E. STEELE
S.E. HAROLD
BLVD.
LENTS Sch.
S.E. 92nd Ave.
LENTS PARK
S.E. HOLGATE
PORTLAND
FOSTER RD.
WOODSTOCK BLVD.

VICINITY MAP
No Scale

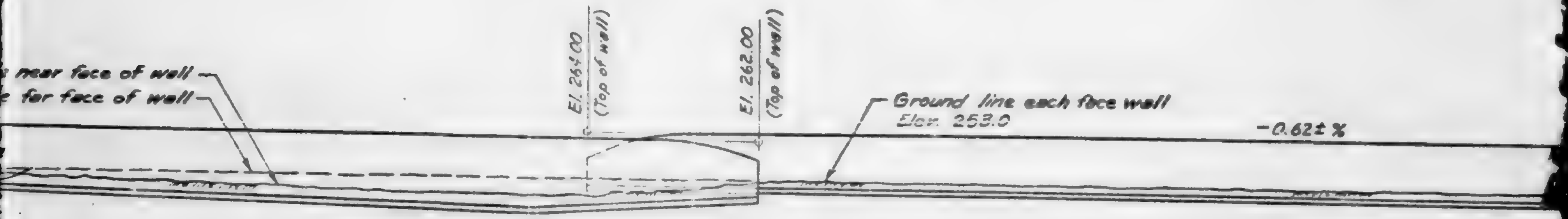
ALL SECTION
to STA. 481+
1'-0"

APPROVED:	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	I-205 SOUND WALL S. E. BUSH ST. - S. E. FOSTER RD. SEC. EAST PORTLAND FREEWAY (I-205) - MULTNOMAH CO.
STATE HIGHWAY ENGINEER	PRELIMINARY PLAN AND ELEVATION
DESIGNED JGB CHECKED DRAWN JGB CAL. BOOK	DATE 6-14-73 BRIDGE NO. 16048 SHEET 1 OF ACCOMPANIED BY DWGS DRAWING NO.

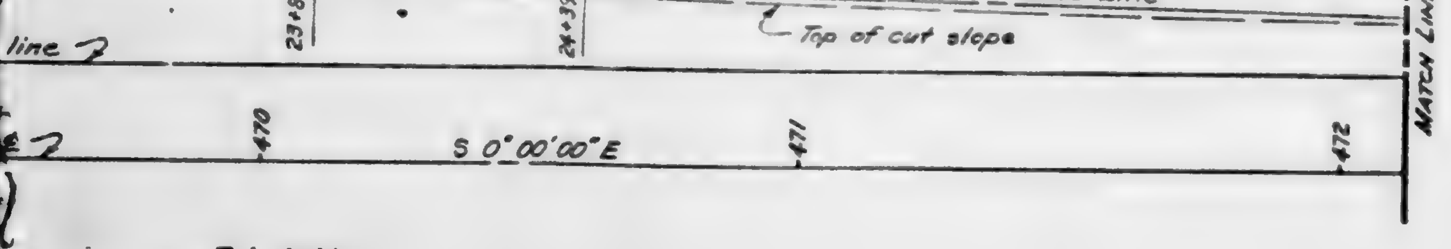

15
16
Base Line ¢ S.E. 96th Ave.
17
"Base Line" 17+92.88
(N 670,745.64
E 1,470,727.67)
S.E. Schiller St.
18
14'-0"
125' R.
18+1
Begin
20'-0"
26'-0"
Right of way line
Wall control line
Top of cut slope
MATCH LINE A
Curb line
NW 463+98.61
P.S.
NW 461+64.06
P.T.
462
S 6°00'00" E
463
NW ¢
PL
Scale: 1"
MATCH LINE AA
Top of footing
-1.15± %
Ground line near face of wall
Ground line far face of wall
El. 264.00
(Top of wall)
ELEV
Scale: 1"
MATCH LINE B
Right of way line
8'-0"
22
S 1°28'15" W
23
15'-3"
23+89
24
24+39
20'-10"
Top
Curb line
468
18'-0"
469
FW ¢
470
S 0°00'00" E
471
PLAN
Scale: 1" = 20'-0"
MATCH LINE BB
Top of footing
-0.62± %
Ground line
ELEVATION
Scale: 1" = 20'-0"


LENTS SCHOOL
S.E. Schiller St.
"Base Line" 17+92.88
N 670,745.64
E 1,470,727.67
17
16
6'-0"
4'-0"
Wall control line
Right of way line
125' R.
18+14
Begin wall
18+55 End wall
10'-0"
19
20
S 1° 28
30'-0"
Curb line
Edge of travel lane
15'-0"
FW ℄
NW 463+98.61 P.S.
465
NW 465+19.11 P.O.S., 12' Lt. = FW 465+19.11 P.C.
466
466
"NW" 240' Sp.
S = 4°48'
e = 1.667
NW ℄
463

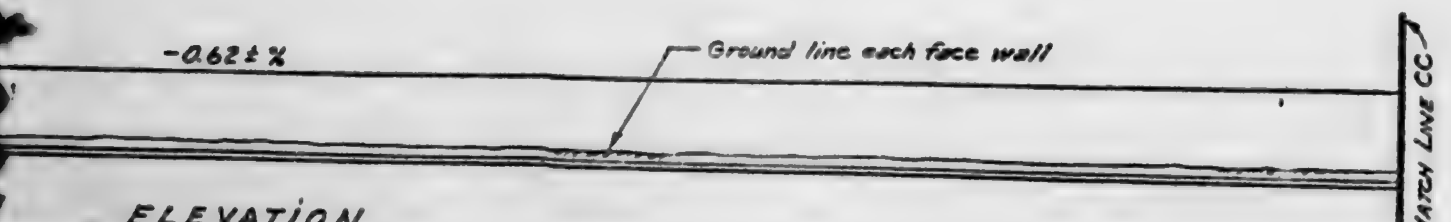
PLAN
Scale: 1" = 20'-0"


near face of well
far face of well
El. 264.00 (Top of wall)
El. 262.00 (Top of wall)
Ground line each face wall
Elev. 253.0
-0.62± %

ELEVATION
Scale: 1" = 20'-0"


Wall control line
6'-0"
15'-3"
20'-10"
24
25
Base Line
23+89
24+39
Top of cut slope
line
470
S 0°00'00" E
471
472
MATCH LINE C

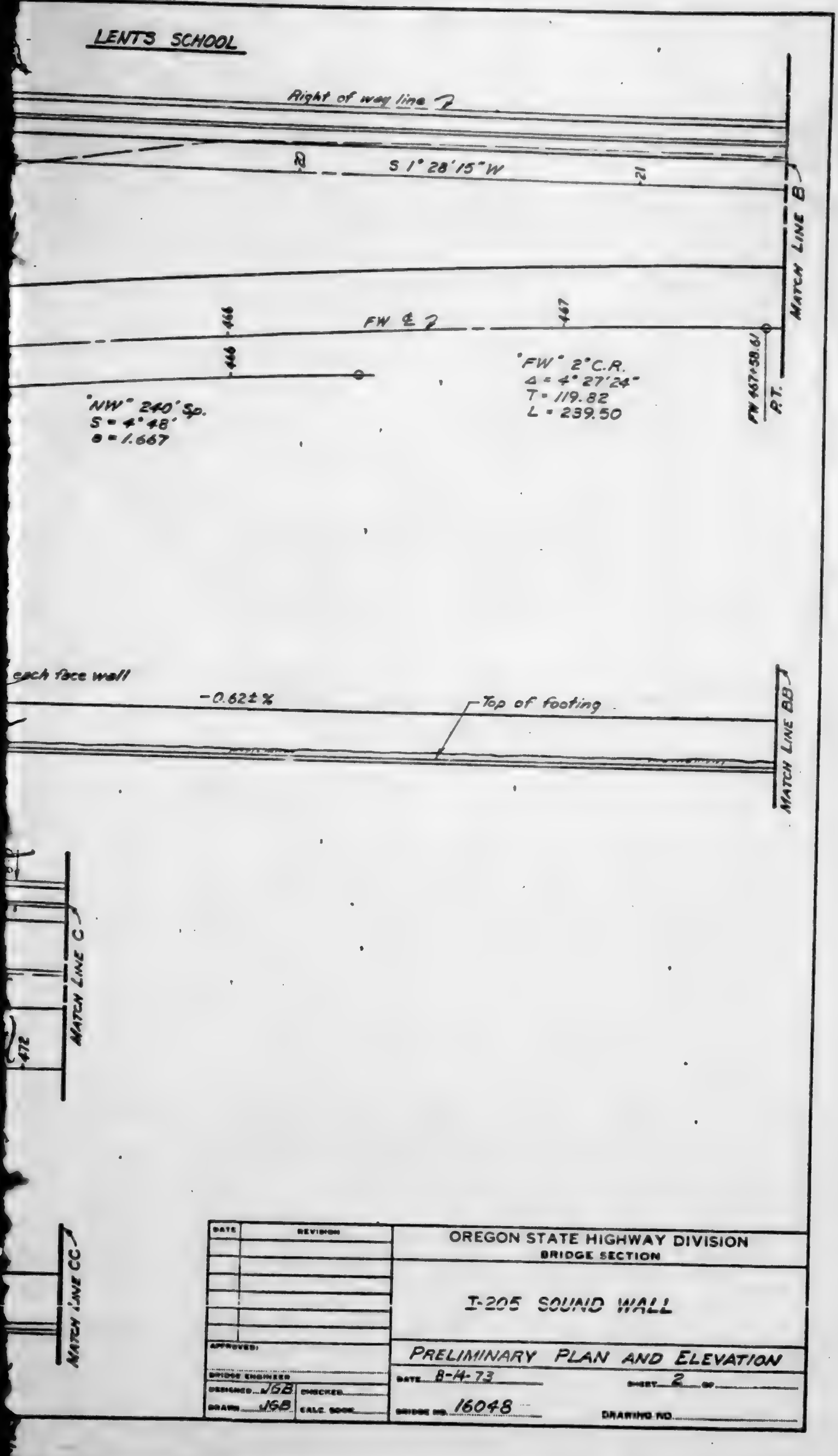
PLAN
Scale: 1" = 20'-0"


-0.62± %
Ground line each face wall
MATCH LINE CC

ELEVATION
Scale: 1" = 20'-0"

DATE	REVISION

APPROVED:
BRIDGE ENGINEER
DESIGNED JGB CHECKED
DRAWN JGB CALC. BOOK
DATE
BRIDGE
PR


LENTS SCHOOL
Right of way line
20
S 1° 28' 15" W
21
MATCH LINE B
466
FW ℄
467
466
FW 467+58.61
P.T.
"NW" 240' Sp.
S = 4° 48'
e = 1.667
"FW" 2° C.R.
Δ = 4° 27' 24"
T = 119.82
L = 239.50
each face wall
-0.62± %
Top of footing
MATCH LINE BB
472
MATCH LINE C
MATCH LINE CC

DATE	REVISION

APPROVED:

BRIDGE ENGINEER

DESIGNED JGB CHECKED

DRAWN JGB CALC. BOOK

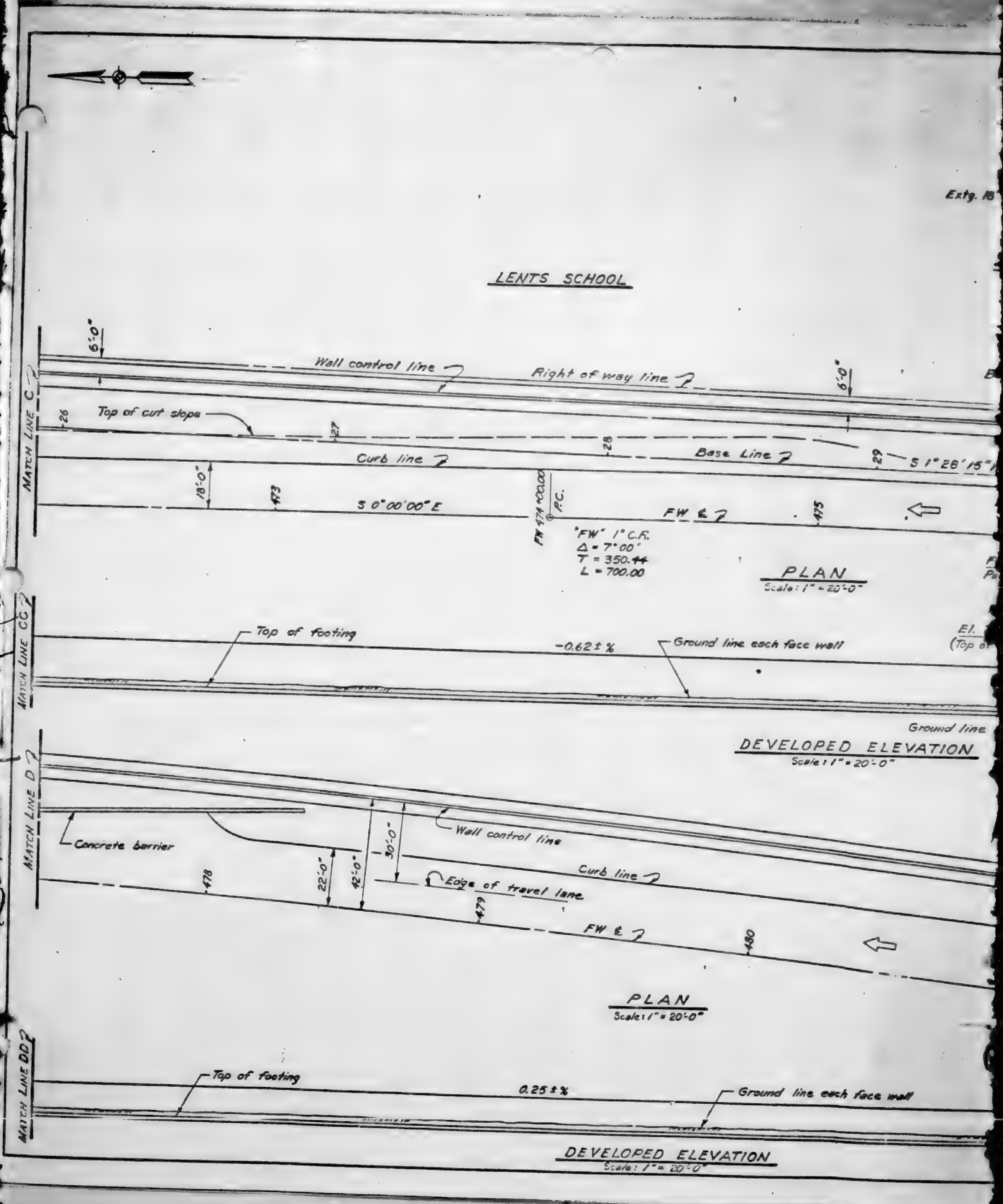
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

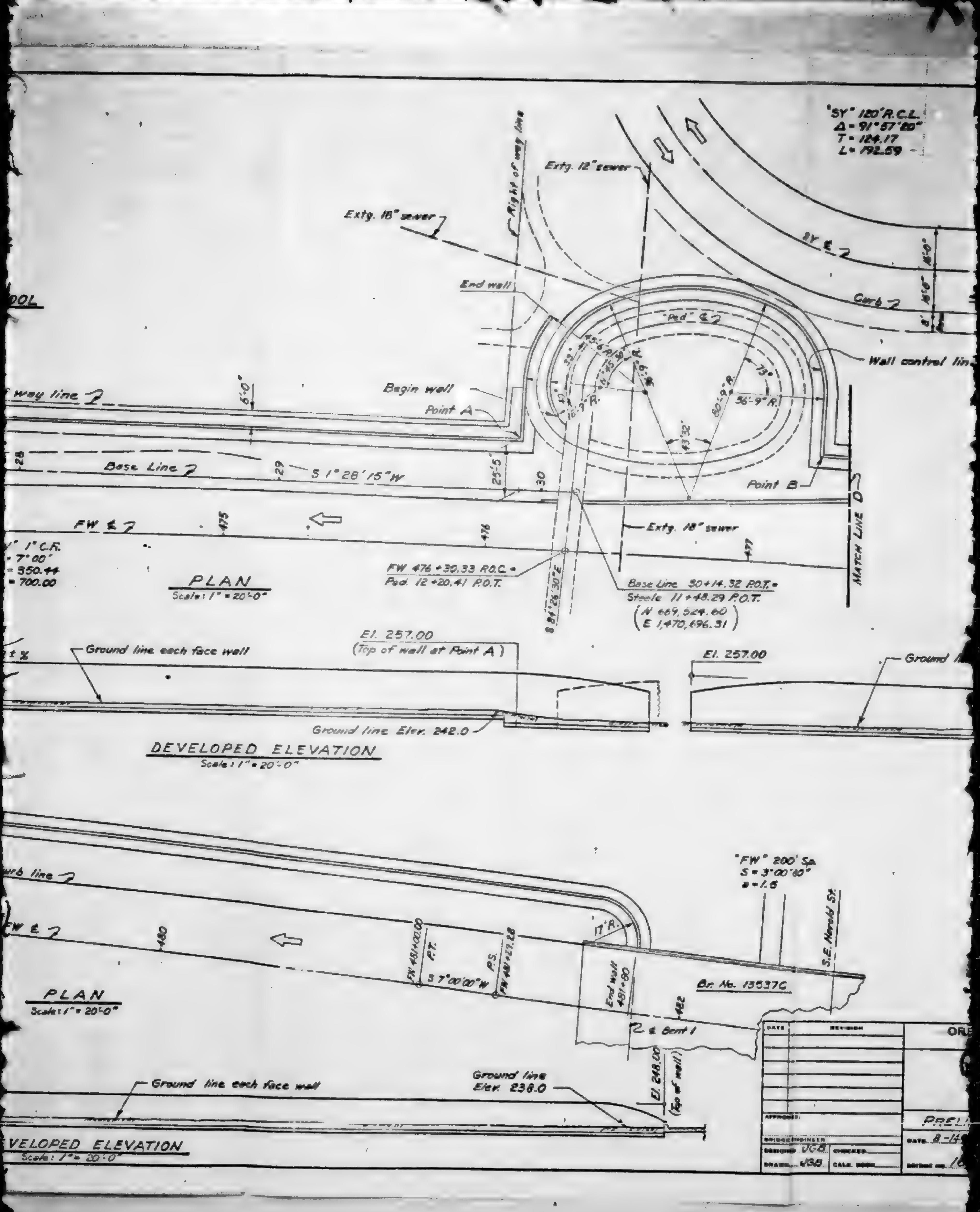
I-205 SOUND WALL

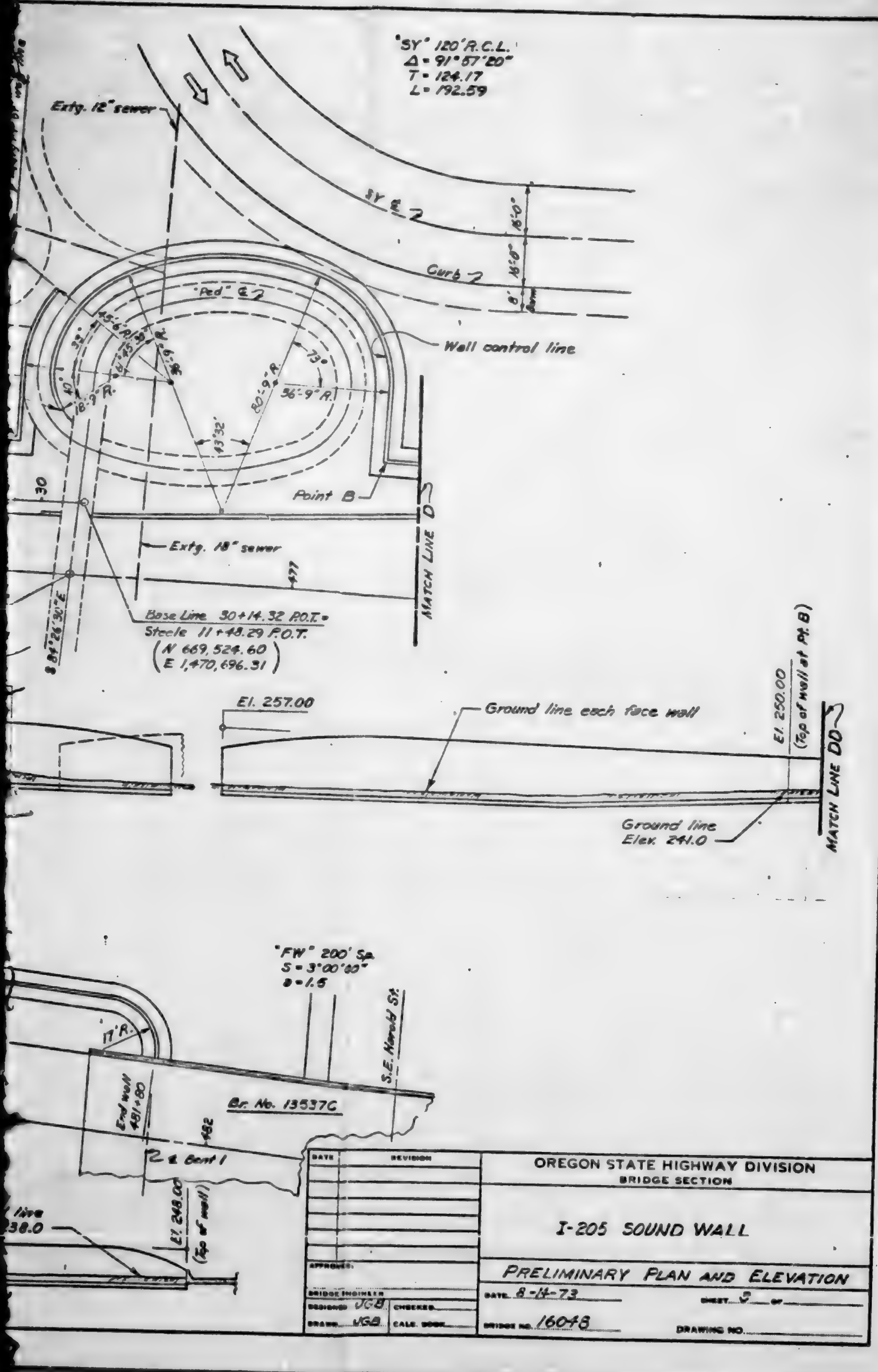
PRELIMINARY PLAN AND ELEVATION

DATE 8-14-73 SHEET 2 OF

BRIDGE NO. 16048 DRAWING NO.


Exty. 18
LENTS SCHOOL
6'-0"
Wall control line
Right of way line
6'-0"
MATCH LINE C
26
Top of cut slope
27
28
29
Curb line
Base Line
S 1°28'15"
18'-0"
473
S 0°00'00" E
FW 474+00.00
P.C.
FW ℄
475
"FW" 1° C.R.
Δ = 7°00'
T = 350.44
L = 700.00
PLAN
Scale: 1" = 20'-0"
MATCH LINE CC
Top of footing
-0.62 ± %
Ground line each face wall
El.
(Top of
Ground line
DEVELOPED ELEVATION
Scale: 1" = 20'-0"
MATCH LINE D
Concrete barrier
Wall control line
30'-0"
22'-0"
42'-0"
Curb line
Edge of travel lane
478
479
FW ℄
480
PLAN
Scale: 1" = 20'-0"
MATCH LINE DD
Top of footing
0.25 ± %
Ground line each face wall
DEVELOPED ELEVATION
Scale: 1" = 20'-0"


"SY" 120' R.C.L.
Δ = 91° 57' 20"
T = 124.17
L = 192.59
Extg. 12" sewer
Extg. 18" sewer
Right of way line
SY ℄
Curb
End wall
"Ped" ℄
Wall control lin
OOL
way line
Begin wall
Point A
6'-0"
15'-0"
10'-0"
6'
45°-6'
32°
41°
16°-45'
39'-9" R.
18'-9" R.
80'-9" R.
36'-9" R.
73°
43°32'
28
Base Line
29
S 1° 28' 15" W
25'-5"
30
Point B
MATCH LINE D
FW ℄
475
476
477
Extg. 18" sewer
1° C.F.
7° 00"
350.44
700.00
PLAN
Scale: 1" = 20'-0"
FW 476 + 30.33 P.O.C. =
Ped. 12 + 20.41 P.O.T.
S 84° 26' 30" E
Base Line 30 + 14.32 P.O.T. =
Steele 11 + 48.29 P.O.T.
(N 669,524.60
E 1,470,696.31)
El. 257.00
(Top of wall at Point A)
El. 257.00
Ground line each face wall
Ground li
Ground line Elev. 242.0
DEVELOPED ELEVATION
Scale: 1" = 20'-0"
urb line
"FW" 200' Sp.
S = 3° 00' 00"
e = 1.6
S.E. Harold St.
FW ℄
480
FW 481+00.00 P.T.
S 7° 00' 00" W
P.S. FW 481+29.28
17' R.
End wall 481+80
482
Br. No. 13537C
℄ Bent 1
PLAN
Scale: 1" = 20'-0"
Ground line each face wall
Ground line
Elev. 238.0
El. 248.00 (Top of wall)
VELOPED ELEVATION
Scale: 1" = 20'-0"
DATE
REVISION
ORE
APPROVED
BRIDGE ENGINEER
DESIGNED JGB
CHECKED
DRAWN JGB
CALC. BOOK
PRELI
DATE 8-14
BRIDGE NO. 16


"SY" 120' R.C.L.
Δ = 91° 57' 20"
T = 124.17
L = 192.59
Extg. 12" sewer
SY ℄
Curb
"Ped" ℄
15'-0"
15'-0"
8'
Wall control line
45'-6" R.
19'-9" R.
36'-9" R.
30'-9" R.
18'-9" R.
35°
10°
73°
43°32'
Point B
30
Extg. 18" sewer
477
MATCH LINE D
S 84°26'30" E
Base Line 30+14.32 P.O.T. =
Steele 11+48.29 P.O.T.
(N 669,524.60
E 1,470,696.31)
El. 257.00
Ground line each face wall
El. 250.00
(Top of wall at Pt. B)
MATCH LINE DD
Ground line
Elev. 241.0
"FW" 200' Sp.
S = 3°00'00"
e = 1.6
17' R.
S.E. Harold St.
End wall
481+80
482
Br. No. 13537C
℄ Bent 1
line
238.0
El. 248.00
(Top of wall)

DATE	REVISION

APPROVED:

BRIDGE ENGINEER

DESIGNED JGB CHECKED

DRAWN JGB CALC. BOOK

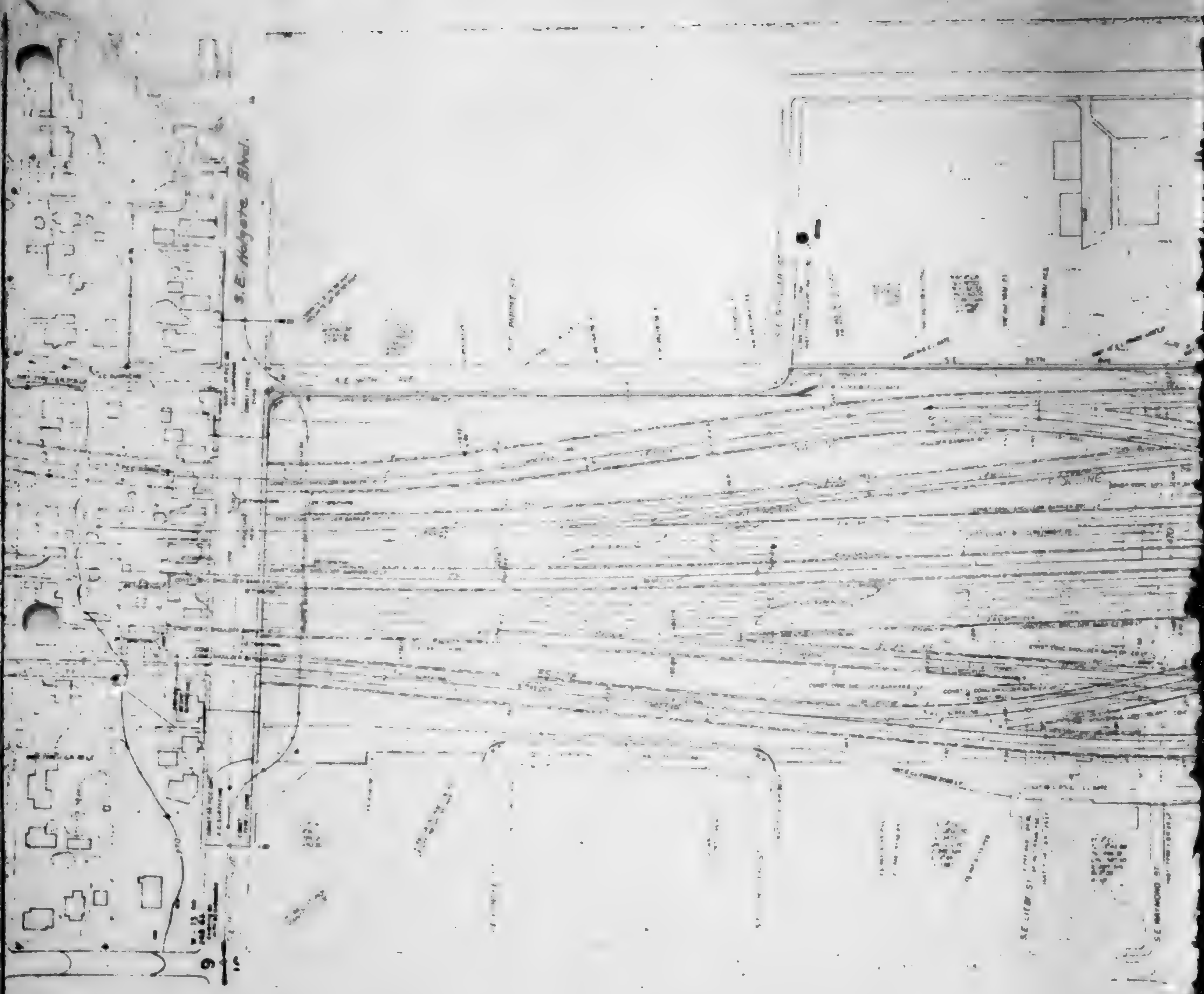
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

I-205 SOUND WALL

PRELIMINARY PLAN AND ELEVATION

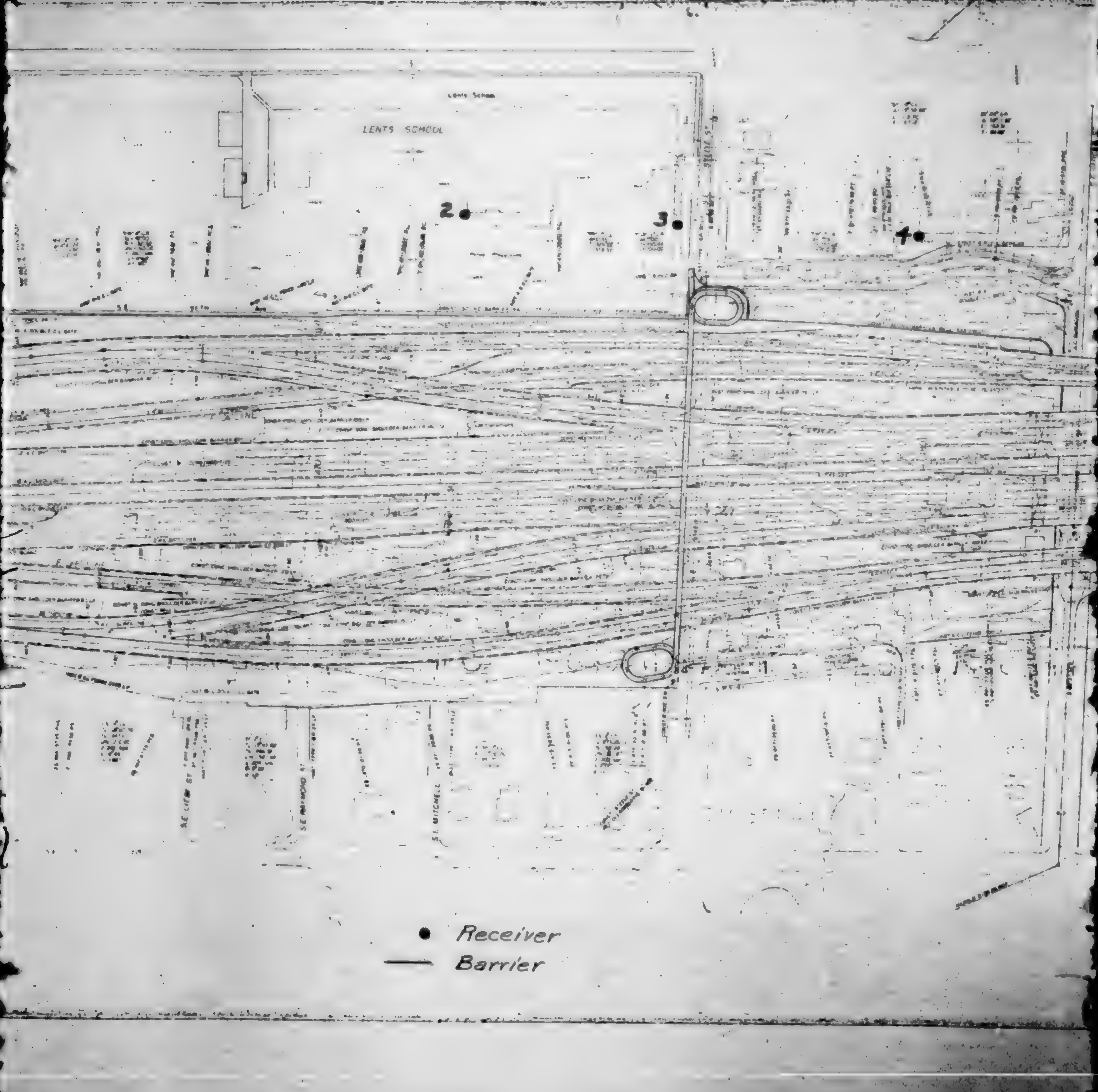
DATE 8-14-73 SHEET 3 OF

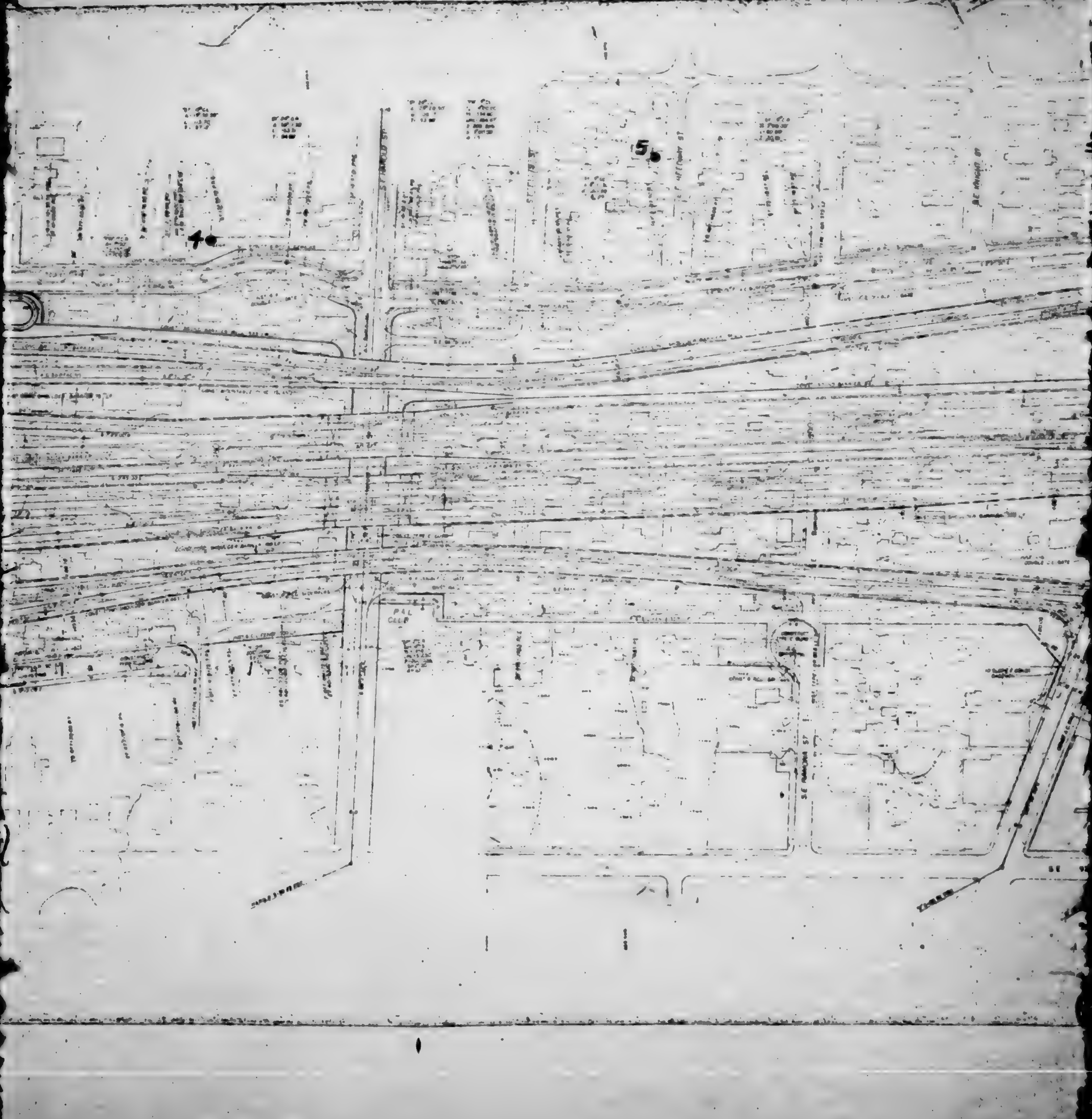
BRIDGE NO. 16048 DRAWING NO.


S.E. Holgate Blvd.

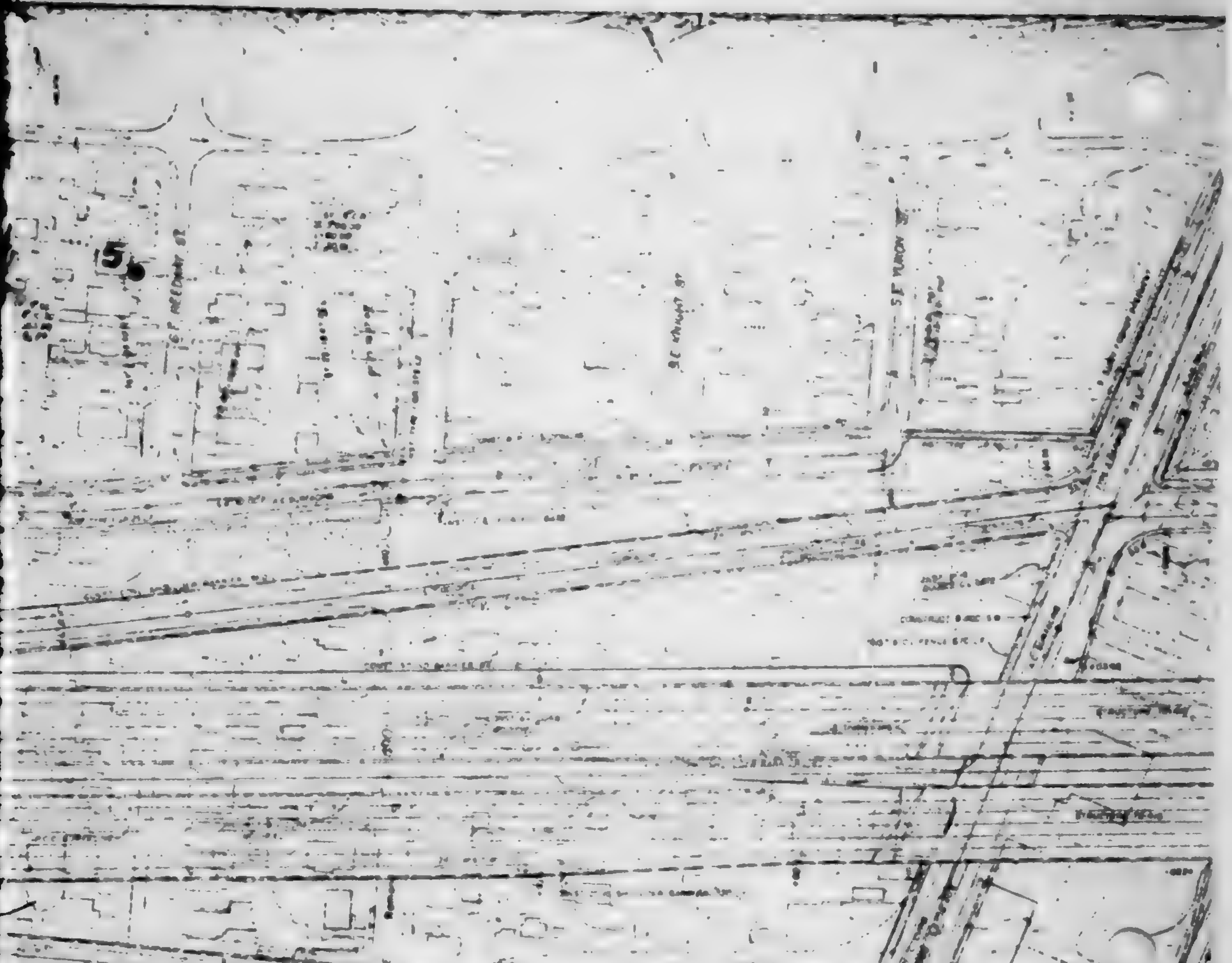
LENTS SCHOOL VICINITY

Scale: 1" = 200'


LENTS SCHOOL
2
3
4
● Receiver
— Barrier



4
5


5
SE KNIGHT ST
SE YUKON ST
SE RAMONA ST
SE 92ND AVE

LENTS SCHOOL SOUND BARRIER

Multnomah

16048

TRAFFIC NOISE LEVEL PREDICTION

Study uses barriers as recommended in "I-205 Noise Impact Analysis" by Bolt, Beranek and Newman Inc.

		1970			1990		
		L_{10}	L_{50}	L_{90}	L_{10}	L_{50}	L_{90}
RECEIVER No. 1	W/o Barriers	74	71	68	77	75	73
	With Barriers	66	63	60	69	67	65
RECEIVER No. 2	W/o Barriers	75	72	69	78	75	73
	With Barriers	65	62	59	68	66	64
RECEIVER No. 3	W/o Barriers	75	72	68	78	76	73
	With Barriers	67	63	60	70	68	65
RECEIVER No. 4	W/o Barriers	75	72	68	78	76	73
	With Barriers	70	65	60	73	69	65
RECEIVER No. 5	W/o Barriers	74	71	68	77	75	72
	With Barriers	73	70	67	76	74	71

Outside of Schools Noise Design Levels	Dept. Environmental Quality	L_{10} - 60 dBA L_{50} - 55 dBA
	Federal Highway Administration	L_{10} - 70 dBA

PROPOSED CONCRETE MASONRY BLOCK WALL

Preliminary

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

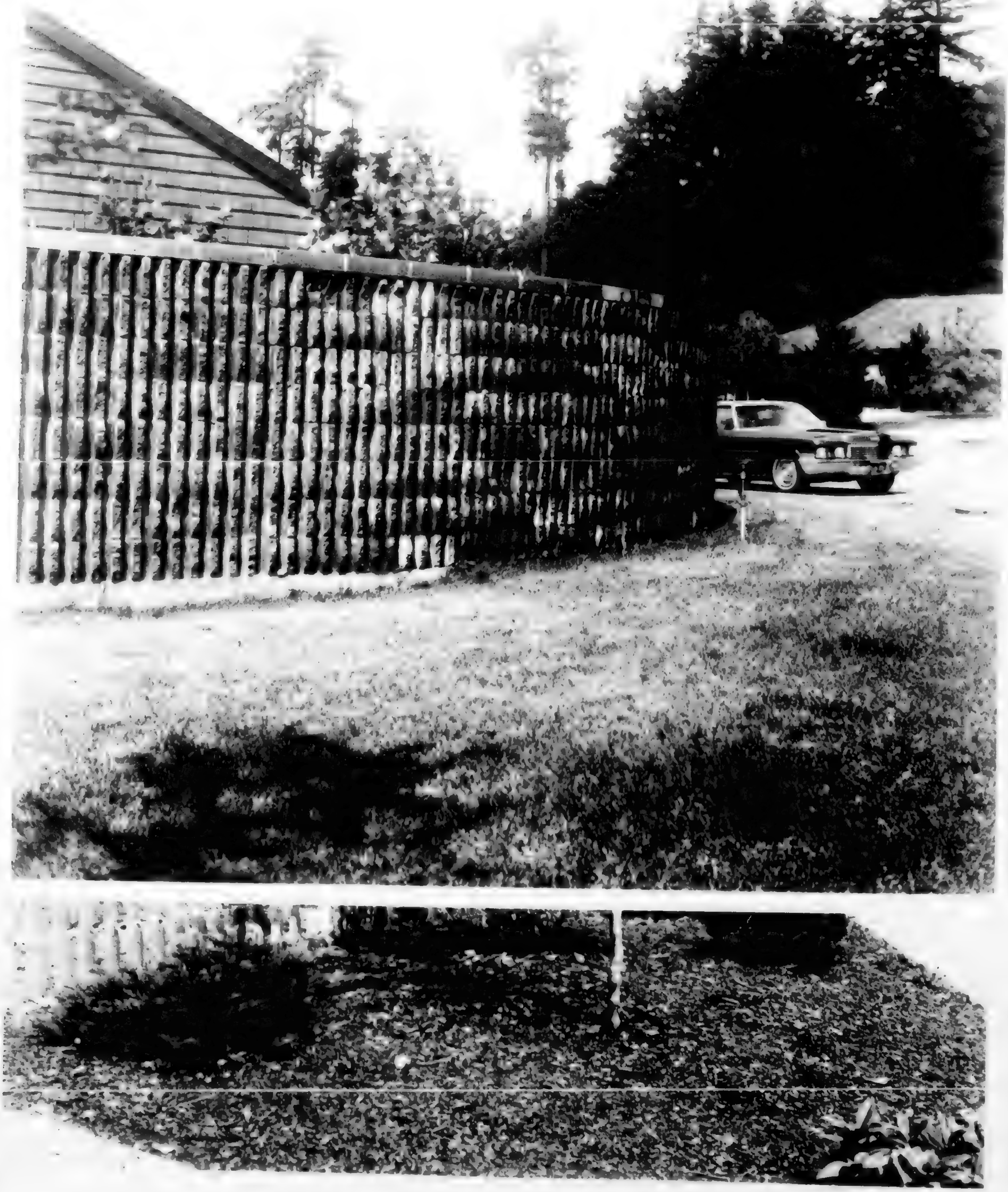
Bridge Name I-205 Sound Wall (LENTS) County Multnomah Bridge No. 16048
Section and Station S.E. Bush - S.E. Foster Rd. Highway East Portland Freeway
Estimate Made By JGB Date 8-14-73 Checked By ______ Date ______
Description

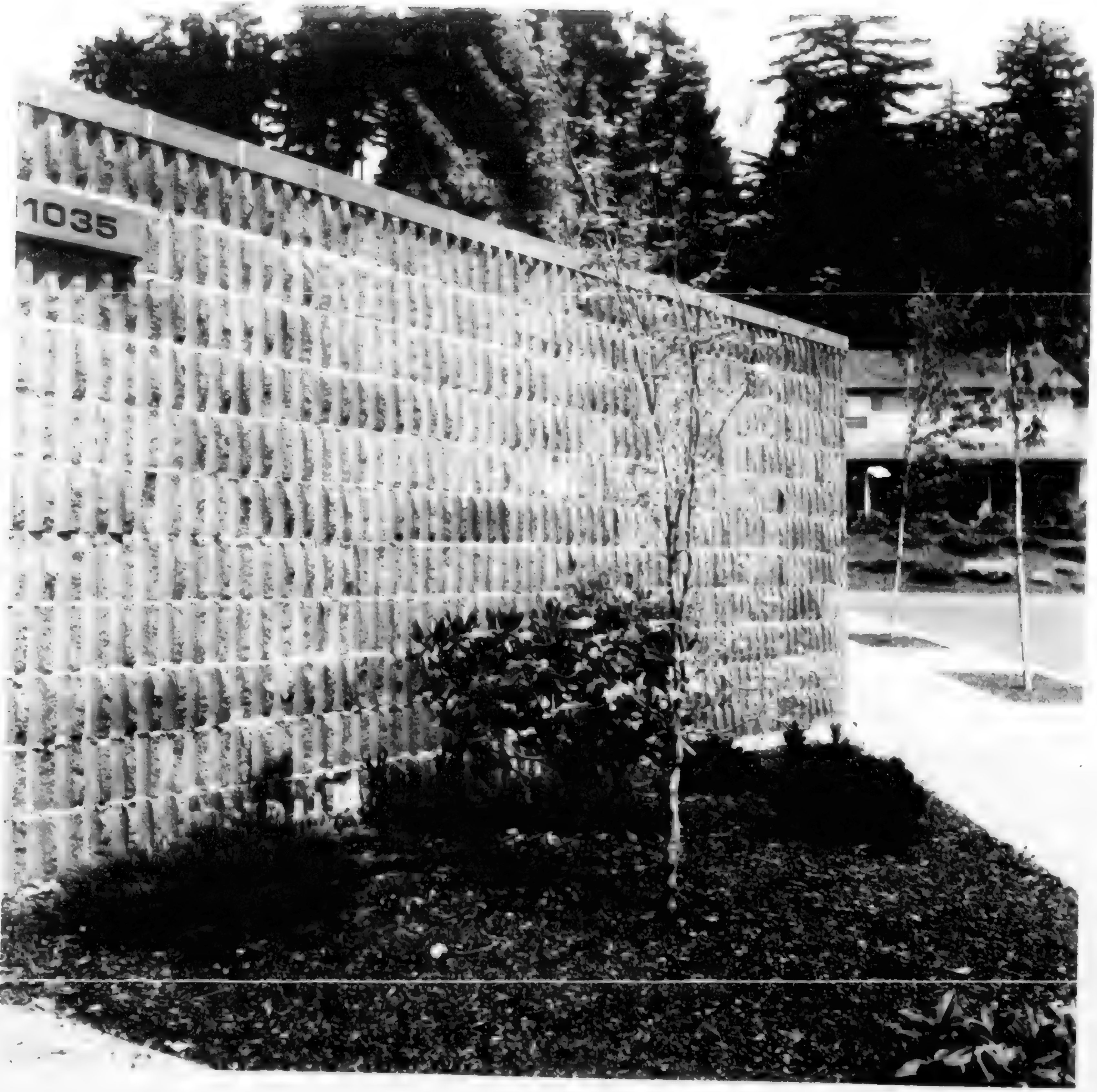
8" Masonry Block (2705 ft.)

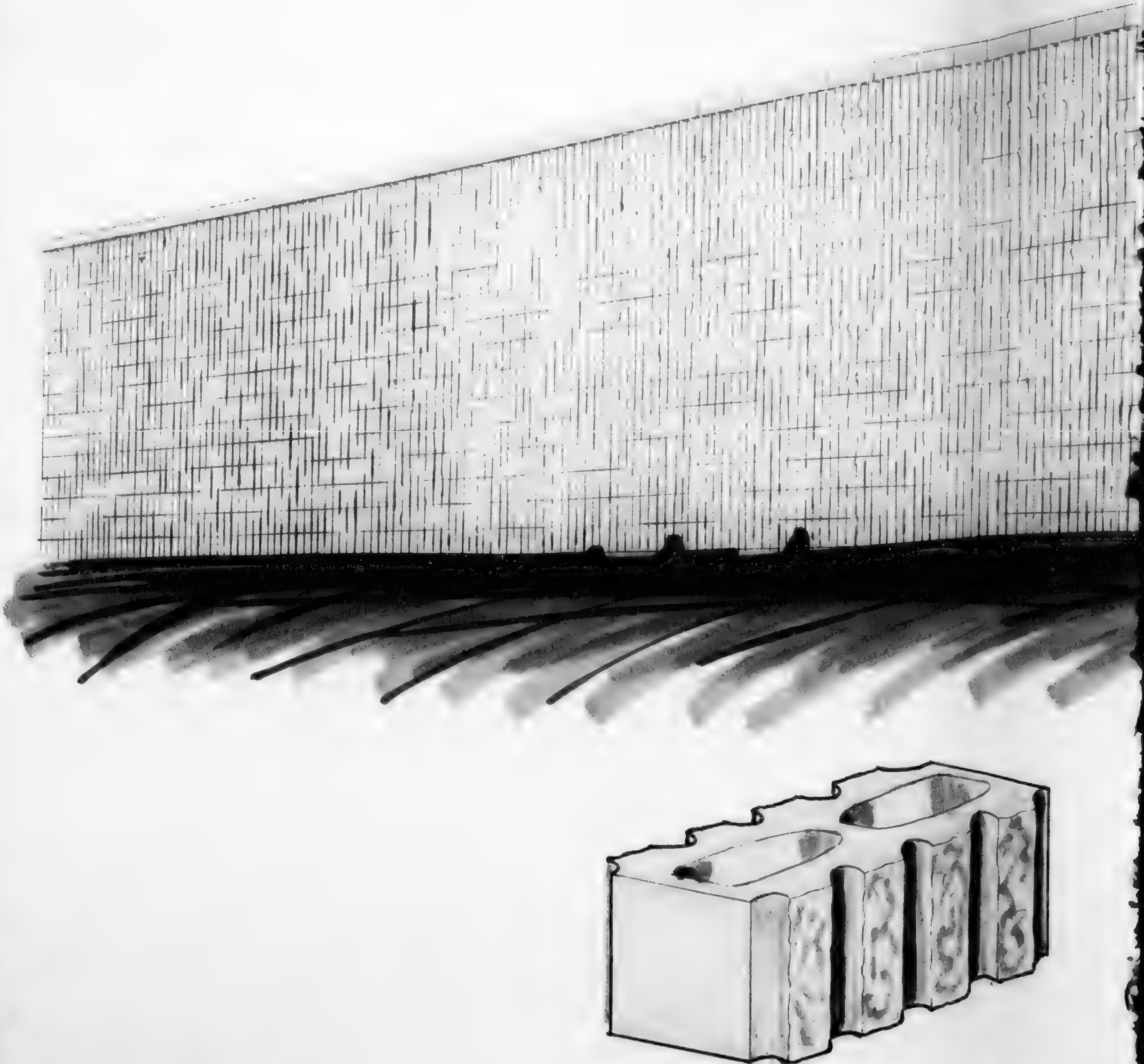
Estimate From ~~No plans~~
(Strike out the ones Sketch
which do not apply Completed plans; Drawing No.
Calculation Book No. ______ Loading ______

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct	Total	Rate	Amount
Mobilization	*All*					12,200
Shoring, Cribbing, etc.	*All*					
Structural Excavation	*Cu.Yd.*					
Excavation Below Elev. Shown	*Cu.Yd.*					
Untreated Timber Piling	*Lin.Ft.*					
Treated Timber Piling	*Lin.Ft.*					
Steel Piling	*Lin.Ft.*					
Prestr. Conc. Piling	*Lin.Ft.*					
Drive Timber Piling	*Each*					
Drive Steel Piling	*Each*					
Splice Steel Piles	*Each*					
Drive Prestressed Conc. Piling	*Each*					
Class Concrete	*Cu.Yd.*					
Metal Reinforcement	*Lbs.*					
Structural Steel	*Lbs.*					
Prestressing Steel	*Lbs.*					
Pestr. Conc.	*Each*					
Rail #	*Lin.Ft.*					
Slope Paving	*Sq.Yd.*					
Berm Paving	*Sq.Yd.*					
Drain Pipe	*Lin.Ft.*					
Approach Slab	*Sq.Yd.*					
S.E. Holgate Blvd. - S.E. Schiller St.			820'			37,700
S.E. Schiller St. - S.E. Steele St.			1230'			81,200
S.E. Steele St. - S.E. Harold St.			655'			33,900
Removal of old Bridge	*All*	-	-	-	-	
Maintenance of Traffic	*All*	-	-	-	-	

Subtotal 165,000
Plus 20 *Percent for Engineering & Contingencies* 33,000
TOTAL COST $ 198,000

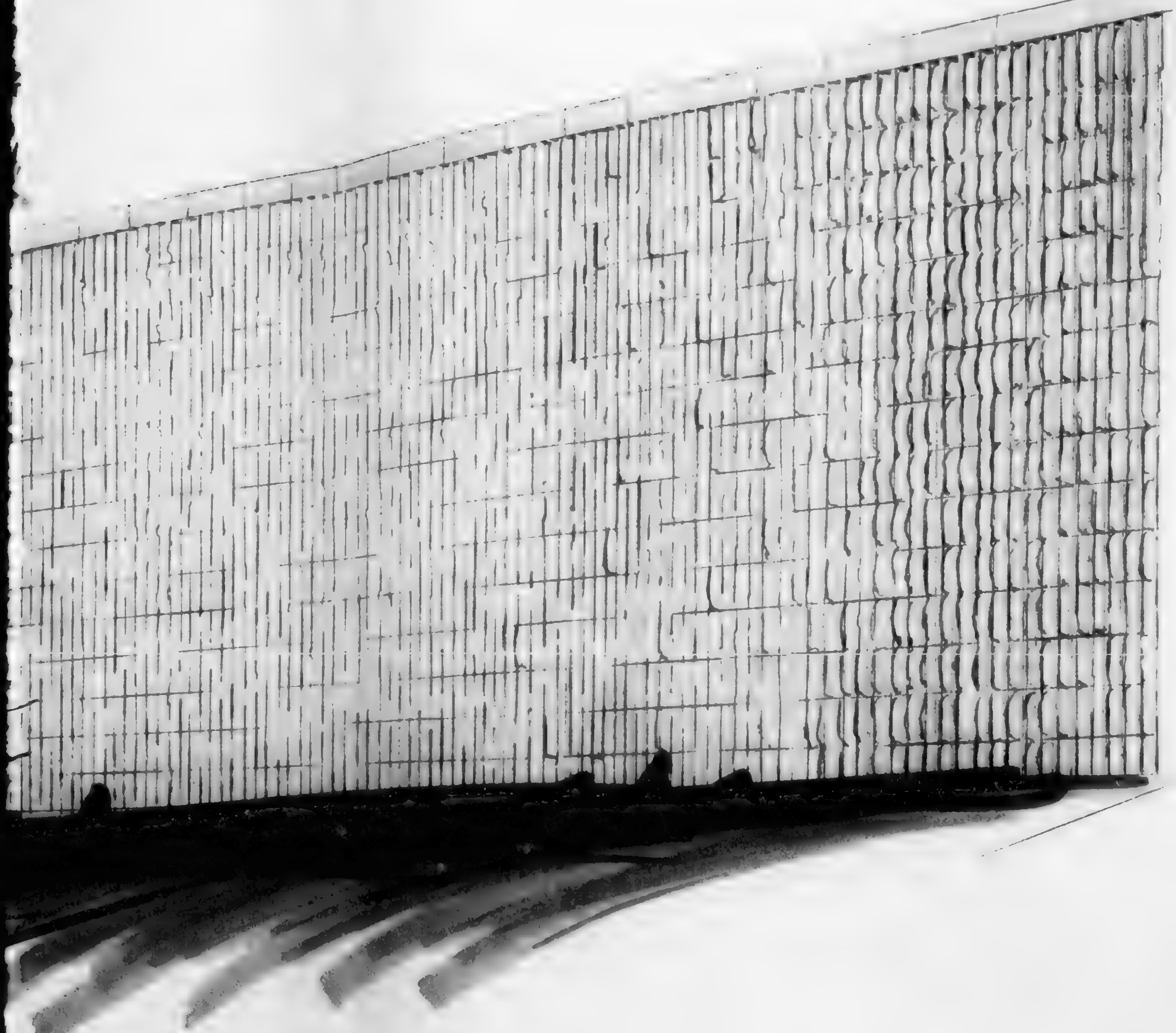


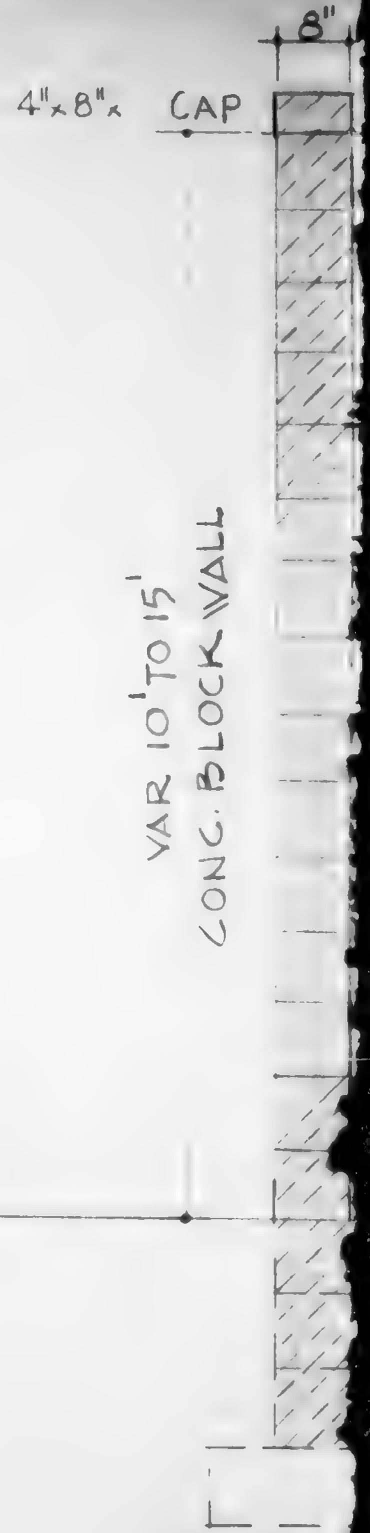

1035



DOUBLE SPLIT FACED BLOCK

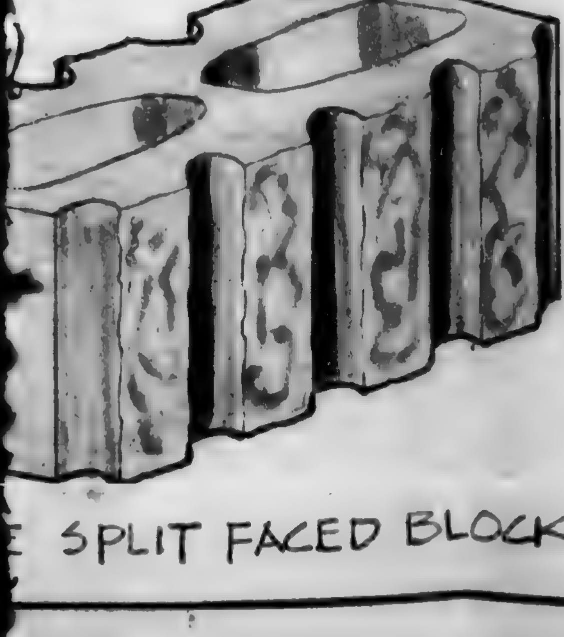
CHAS. BRUNING CO.




8"
4"×8"× CAP
VAR 10' TO 15'
CONC. BLOCK WALL

SECT
SCALE

8"×8"×16" BLOCK "DORIC



E SPLIT FACED BLOCK

OREGON STATE HIGHW
BRIDGE SECTIO

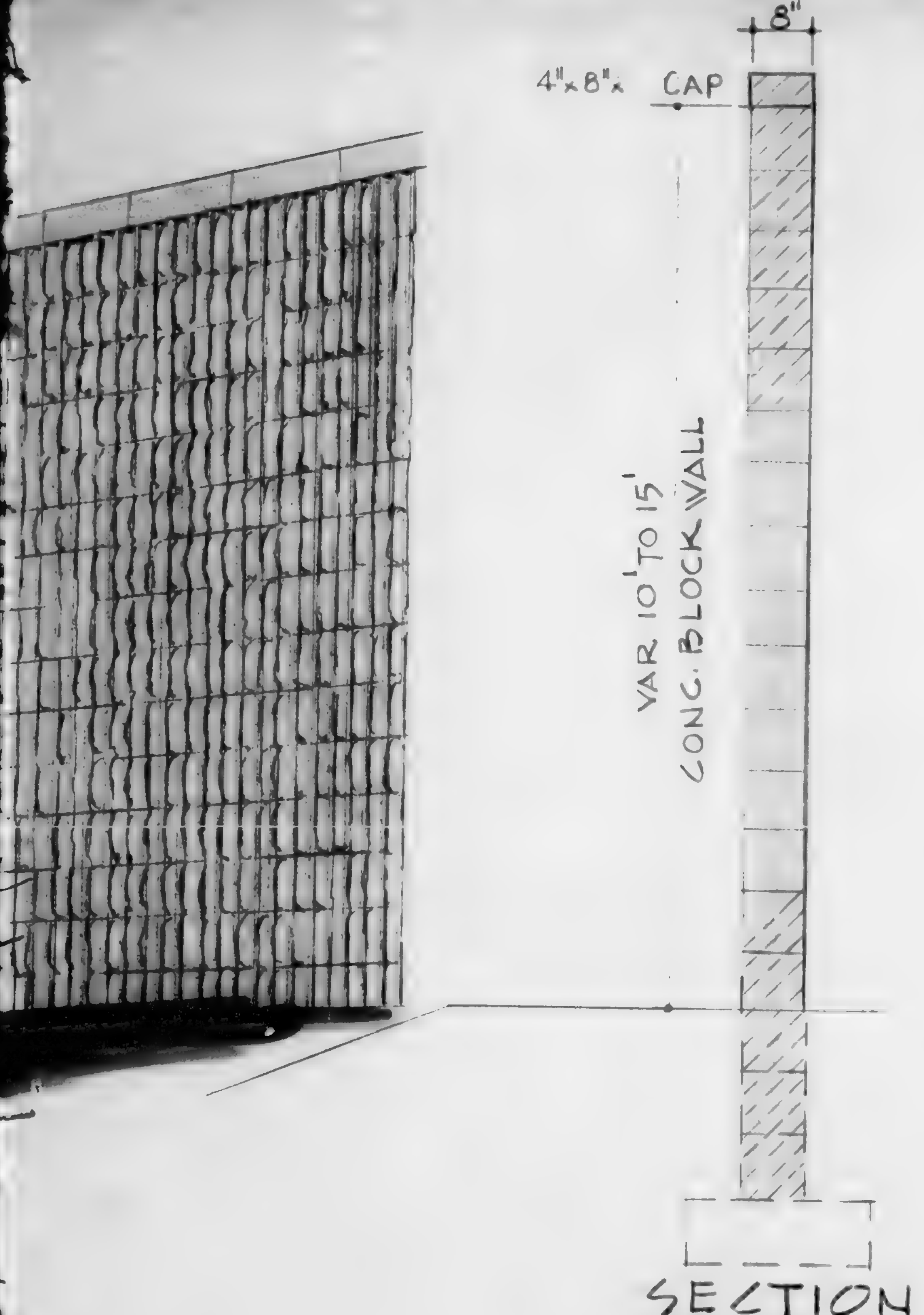
SOUND WALL ST

CONC. BLOCK CONS

APPROVED:

BRIDGE ENGINEER

DATE 8-73
DESIGNED
DRAWN JAJ


8"
4"x8"x CAP
VAR 10' TO 15'
CONC. BLOCK WALL

SECTION

SCALE 1/2"

8"x8"x16" BLOCK "DORIC" PATTERN

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SOUND WALL STUDY

CONC. BLOCK CONST.

APPROVED:	DATE 8-73 BRIDGE NO.
	DESIGNED
BRIDGE ENGINEER	DRAWN JAJ DRAWING NO.

TIMBER WALL ALTERNATE

Preliminary

OREGON STATE HIGHWAY DIVISIOI
BRIDGE SECTION
ESTIMATE SHEET

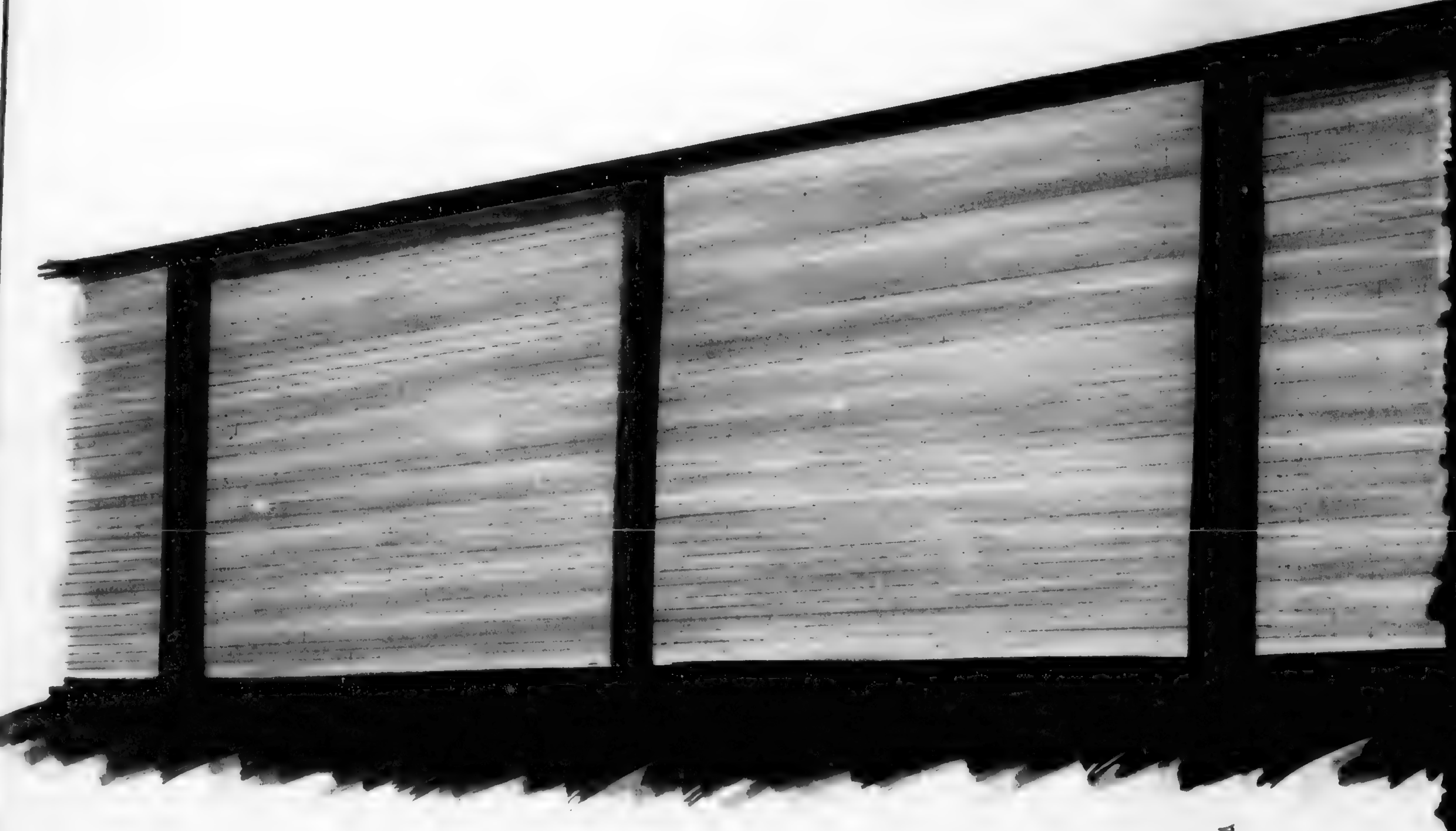
Bridge Name I-205 Sound Wall (Lents) County Multnomah Bridge No. 16048
Section and Station S.E. Bush - S.E. Foster Rd. Highway East Portland Freeway
Estimate Made By JGB Date 8-14-73 Checked By ____ Date ____
Description

Estimate From ~~No plans~~
(Strike out the ones Sketch
which do not apply Completed plans; Drawing No.
Calculation Book No. ____ Loading ____

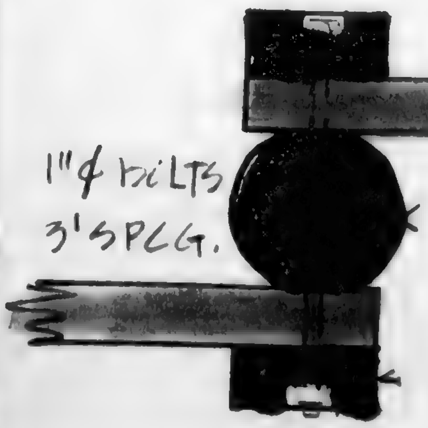
Timber (2705 ft.)

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct	Total	Rate	Amount
Mobilization	All					7,700
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.					
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling	Lin.Ft.					
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
Drive Steel Piling	Each					
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
Class Concrete	Cu.Yd.					
Metal Reinforcement	Lbs.					
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Pestr. Conc.	Each					
Rail #	Lin.Ft.					
Slope Paving	Sq.Yd.					
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Approach Slab	Sq.Yd.					
S.E. Holgate Blvd - S.E. Schiller	St.		820'			24,500
S.E. Schiller St. - S.E. Steele	St.		1230'			49,500
S.E. Steele St. - S.E. Harold	St.		655'			21,500
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 103,200
Plus 20 Percent for Engineering & Contingencies 20,800
TOTAL COST $ 124,000



PLAN



1"ϕ BOLTS
3' SPCG.

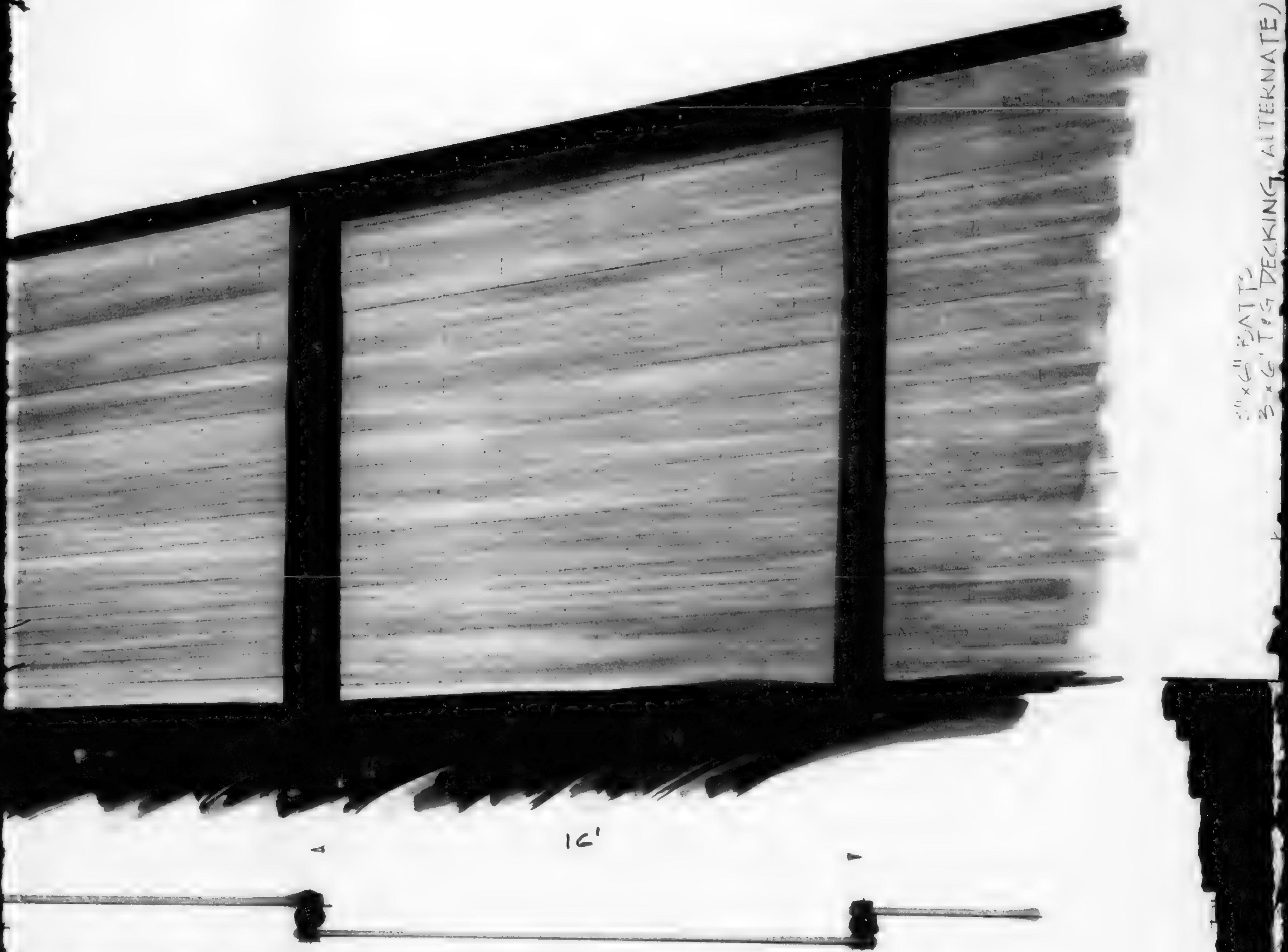
3×6 T&G "COMMERCIAL DEX" 127-C ($210 MBF)

6" MIN. TOP 7½" BUTT
CHEMONITE TREATED
"GREENPOLES" ($12 ea.)

3"×6" S4S

"REZ" STAIN ALL SURFACES OF DIM. L'MBR

CHAS. BRUNING CO.


2"×6" BATTS
3×6" T&G DECKING (ALTERNATE)
16'

PLAN

MERCIAL
0 MBF)

S OF DIM L'MBR

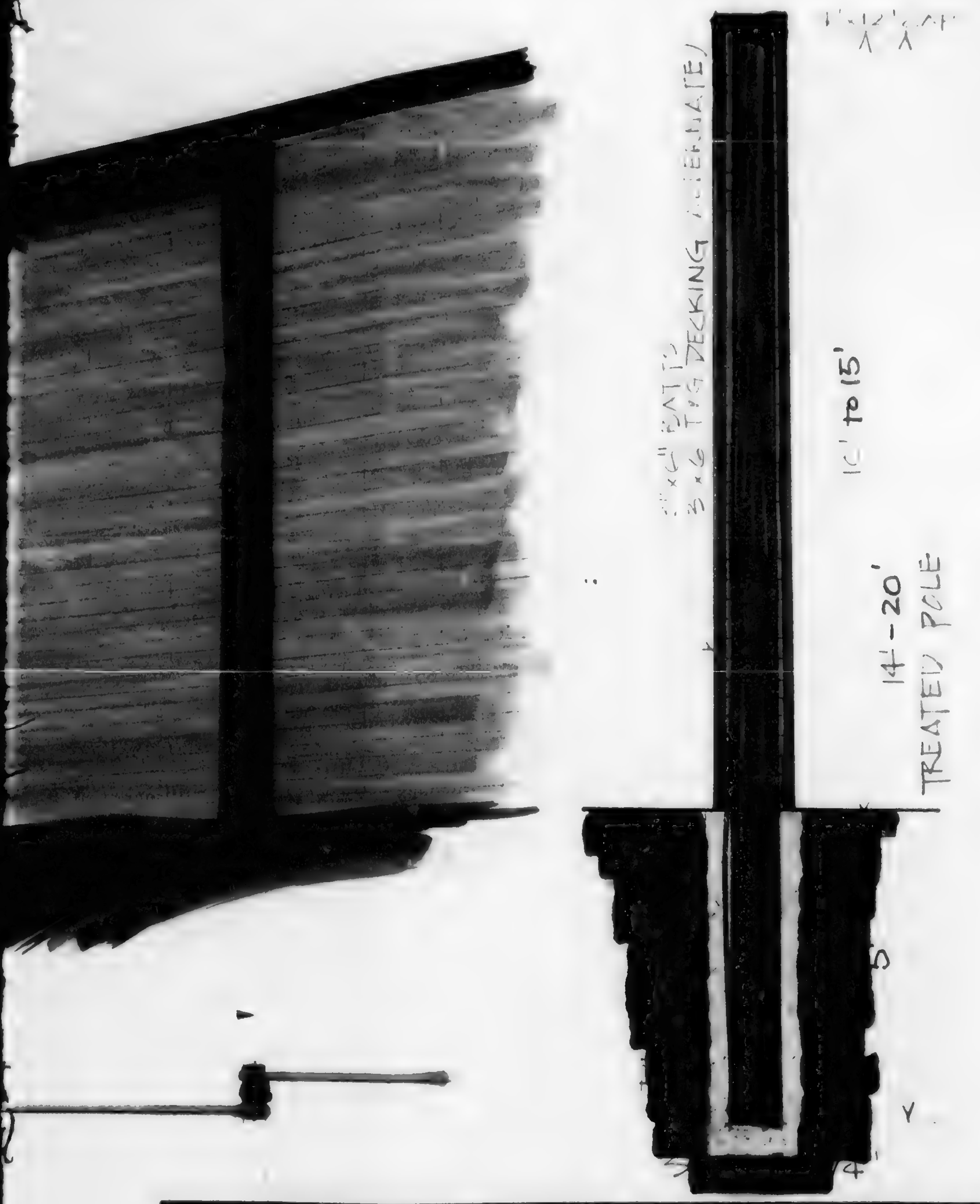
OREGON STATE HIGH
BRIDGE SECT

SOUND WALL
WOOD CONS

APPROVED:

BRIDGE ENGINEER

DATE
DESIGNED
DRAWN J


3x6 T&G DECKING
BATTS
10' TO 15'
14'-20'
TREATED POLE
5'
4'

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

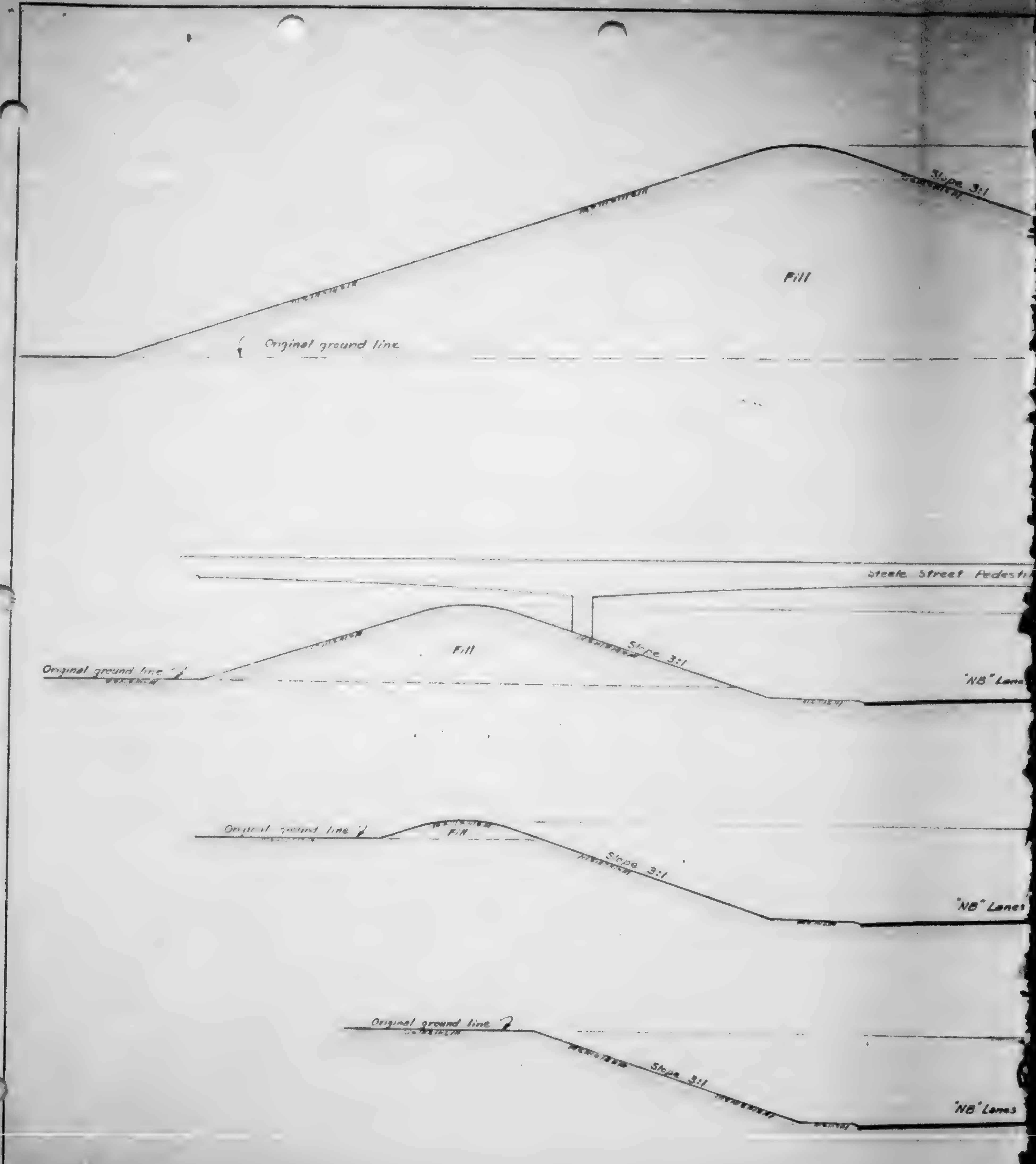
SOUND WALL STUDY

WOOD CONST.

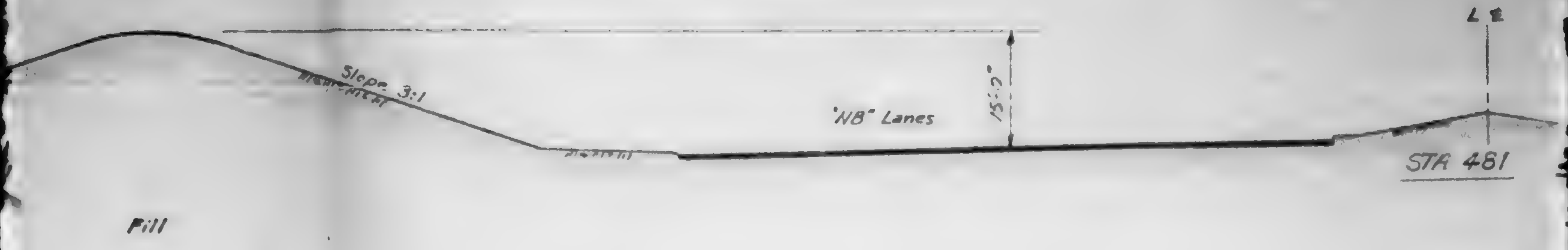
APPROVED: BRIDGE ENGINEER	DATE ______ BRIDGE NO. ______ DESIGNED ______ DRAWN JAJ. DRAWING NO. ______

EARTH BERM SOUND BARRIER

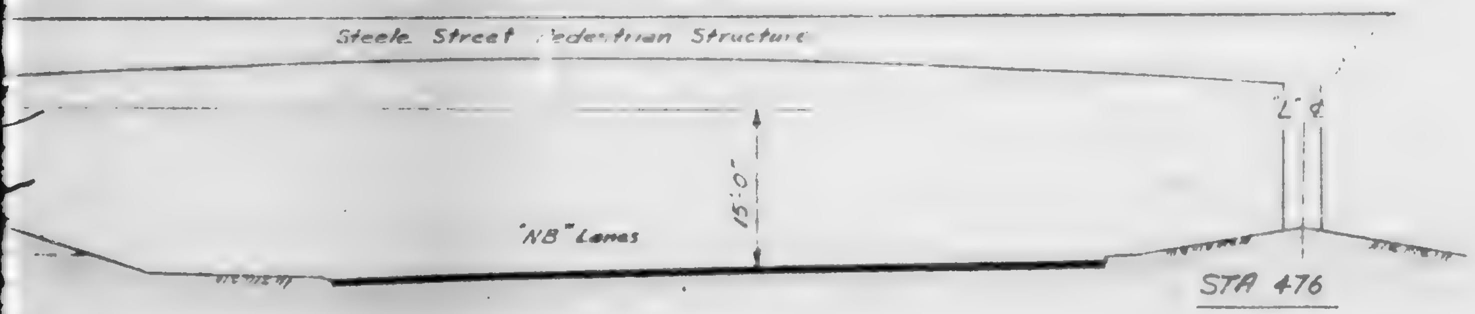
I-205 WITHOUT MT. HOOD FREEWAY



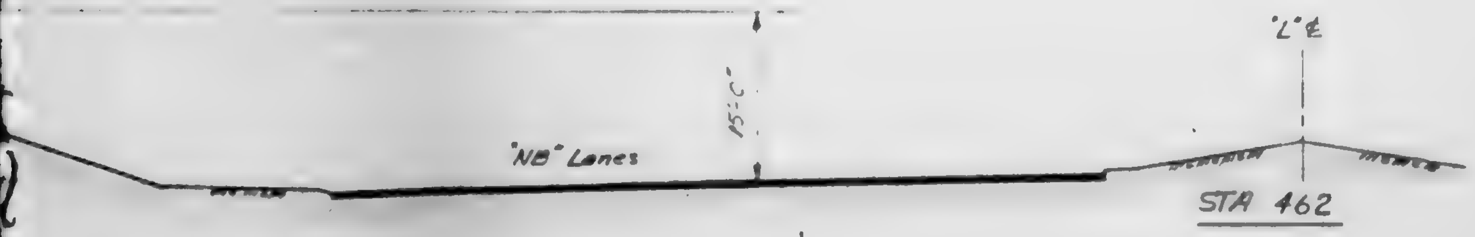
Slope 3:1
Fill
Original ground line
Steele Street Pedest
Fill
Slope 3:1
Original ground line
"NB" Lanes
Original ground line
Fill
Slope 3:1
"NB" Lanes
Original ground line
Slope 3:1
"NB" Lanes
Scale: 1" =


Slope 3:1
"NB" Lanes
15'-0"
L ℄
Fill

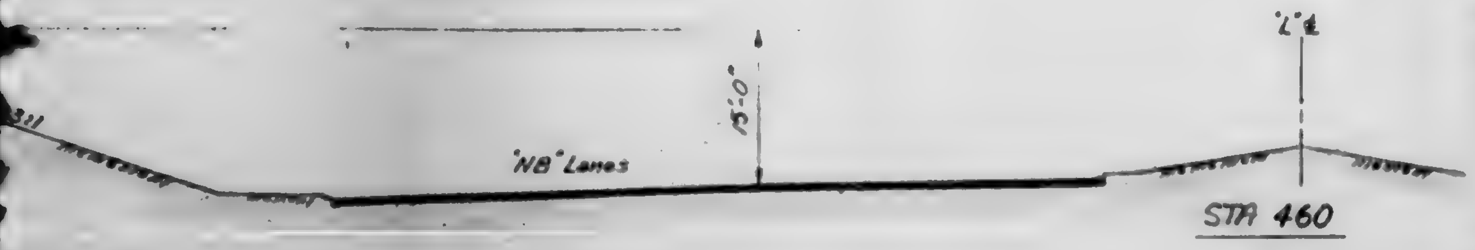
STA 481


Steele Street Pedestrian Structure
"L" ℄
15'-0"
"NB" Lanes

STA 476


"L" ℄
15'-0"
"NB" Lanes

STA 462


"L" ℄
15'-0"
3:1
"NB" Lanes

STA 460

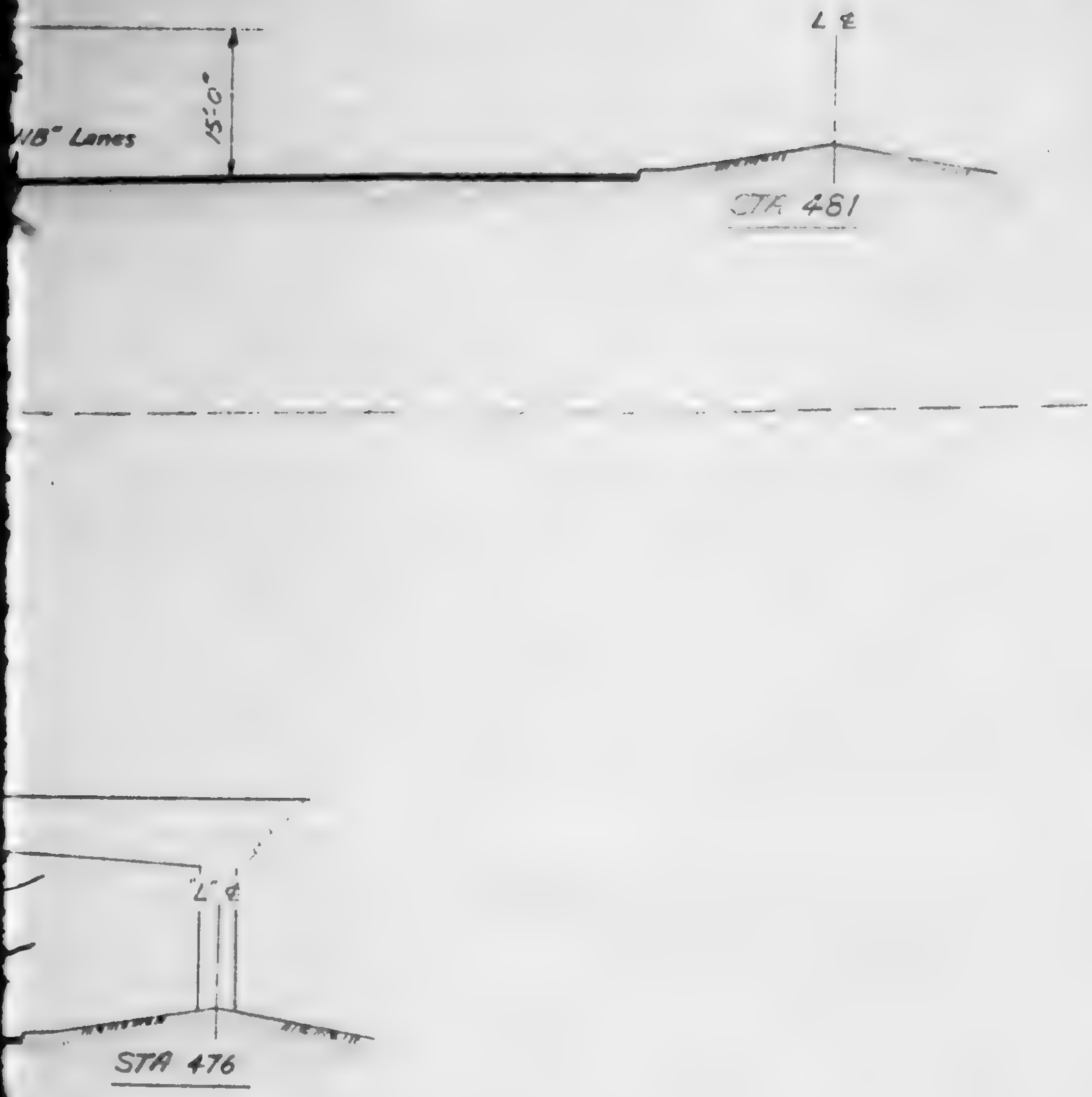
Scale: 1" = 10'-0"

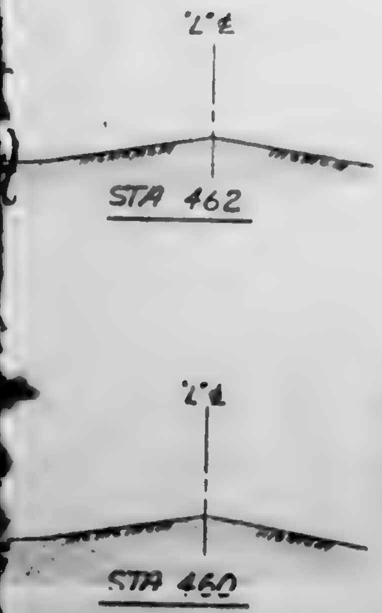
APPROVED BRIDGE ENGINEER	OREGO
DESIGNED DRAWN JGB CHECKED REVIEWED REVIEWED CALC BOOK	L EARTH B I-205 WITHO

DATE	REVISION

DATE

BRIDGE NO.


18" Lanes
15'-0"
L ℄
STA 481
"L" ℄
STA 476


"L" ℄
STA 462
"L" ℄
STA 460

APPROVED

BRIDGE ENGINEER

DESIGNED
DRAWN VGB
CHECKED
REVIEWED
REVIEWED
CALC BOOK

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

LENTS SCHOOL
EARTH BERM SOUND BARRIER
I-205 WITHOUT MT. HOOD FREEWAY

DATE
BRIDGE NO.
SHEET ... OF
DRAWING NO.

8456

21-2
Bush

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 5, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-205-7(2)301
Salmon Street-Foster Road Section
Salmon Street Bicycle/Pedestrian O'xng-#13524
Steele Street Bicycle/Pedestrian O'xng-#13536

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Revised plans and supporting data submitted with Mr. Hunter's October 1, 1973 letter strongly support widened structures at these two crossings. In view of the studies reported by Mr. McClure, we approve 10-ft. wide mainline structures with curve widening at the ends.

In addition we suggest that you study a higher handrail or an enclosure because of the large amount of use by school children.

A 10-ft. width could enable automobiles to use the structure. We therefore recommend that a pipe or similar obstruction be placed at the structure entrances to prohibit such use.

The structure plans should be coordinated with the grading section as the structures would be an ideal sign support facility.

for G. L. Green

NOTED
A. E. JOHNSON

10-10-73
cc Wolfe
Young
Hunt
[illegible]

RECEIVED
STATE HWY ENGR
OCT 8 '73
REFER TO
[illegible] - TFJ
FOR
Info | Invs | R/C | D/F | Sign | Act | File

RECEIVED
OCT 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Con
I 205
Bush
Inslee

October 1, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Bicycle/Pedestrian Overcrossing
Structures
S.E. Salmon-S.E. Foster Road
East Portland Freeway (I-205)
Multnomah County
Your Ref.: 10-35.71

In answer to your August 24 letter, the subject structures have been re-evaluated for joint bicycle/pedestrian use and safety. Our recent experiences with narrow bikeways have prompted this review as lack of adequate sight distance, coupled with steep grades and curvature, has created hazardous conditions on some of our recently constructed bikeways. We are currently drafting new bikeway standards for guidance in eliminating these hazardous conditions.

Attached is a self-explanatory report reviewing the joint-use structures and preliminary plans indicating the recommended increased widths.

Please review the recommendations contained in the report. I strongly support the desirable widths which are consistent with our new manual and your reconsideration in revising the widths for these structures is requested.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER
E. S. Hunter
Assistant State Highway Engineer

Attachment
JDM:jp jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe

FORM E-30 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1973

SUBJECT: Review of Pedestrian/Bicycle
Overcrossing Structures
SE Salmon-SE Foster Section
East Portland Frwy (I-205)
Multnomah County

To:

Mr. Victor D. Wolfe
Location Engineer

Preliminary plans for the pedestrian/bicycle overcrossing structures at Salmon and Steele Streets have been reviewed as requested.

Current Design of Structures

Steele Street - Approximate length 950 feet; width 8 feet; maximum grades 8 to 10 percent; minimum curve radius 24 feet; estimated cost $220,000.

Salmon Street - Approximate length 1100 feet; width 8 feet; maximum grades 9.24 percent; minimum curve radius 20 feet; estimated cost $263,000.

Projected Usage

Each structure is located near a school with an estimated school pedestrian usage of 100 per day at each location. With the large city park area near the Steele Street structure and the shopping center near the Salmon Street structure coupled with each providing a connection to the East Portland Freeway Bikeway, it is anticipated that 100 cyclists per day would be using each of these facilities.

Bikeway Construction Experience

Experience gained from construction of two-way bikeways of varying widths has shown that a 10-foot width is highly desirable where joint pedestrian and bicycle usage occurs. On bikeways with a relatively low pedestrian usage, an 8-foot width is considered a minimum design. The Corvallis Bikeway, 8 feet in width, has presented many problems due to its narrow width and joint pedestrian/bicycle usage, especially in the areas with impaired sight distance. In several areas along this bikeway warning signs have been installed to alert the cyclist of potential hazards. The 10-foot bikeway in Medford has proven to be the most acceptable width.

The bicycle bridge crossing Mill Creek on the East Salem Bikeway has been increased to an 11-foot width due to curvature and anticipated joint pedestrian and bicycle usage. Our proposed bicycle/pedestrian overcrossing of the Salem-Rickreall Highway is currently being designed for 11 feet between handrails.

Current Design Policy

A new bikeway design manual is currently being developed based primarily on our past experiences with bikeway construction. The new manual will state that the minimum pavement width for a two-way bikeway shall be 8 feet. Widths greater than the minimum are more desirable and should be considered whenever large volumes of bicycle traffic or bicycle/pedestrian joint-use is expected. The desirable standard horizontal clearance between the edge of the bikeway and any obstruction (including bikeway signs) shall be 2 feet; vegetation along the right of way should be trimmed to provide this clearance. In particularly critical areas, at least one foot of clearance should be provided to allow minimum shy distance. Fences, walls, handrails and guardrails shall ordinarily be placed at least one foot from the edge of the pavement if it is impossible or impractical to obtain the standard two-foot clearance.

Clearance problems, because of possible restricted sight distances, are especially aggravated in bikeway bridges and other crossing structures. Our desirable standard width for structures is 12 feet unless adequate sight distance can be provided at each approach. The absolute minimum width is 8 feet, and this is to be used only if it is impossible or impractical to obtain a greater width. Substandard bikeway widths and clearances are permitted only with the concurrence of the Location Engineer.

The new manual requires widening to uniform width curves on two-way bikeways that may create a hazard by bicycles colliding. Bicyclists lean to the inside of a turn considerably increasing the required width of the bikeway. Curves with a radius of 100 feet or less shall, therefore, be widened on two-way bikeways by using the same radius on both the inside and outside of turns. The amount of widening will increase as the central angle of the curve increases, which is the desirable effect. However, the amount of widening shall be limited to 4 feet even on curves where the central angle exceeds 90 degrees for a maximum width of 12 feet.

Recommendations

It is recommended, for consistency with our new design manual, that the subject overcrossing structures be increased in width as follows:

1. The post-tensioned box girder sections on each structure should be increased to our 10-foot minimum width standard.
2. The reinforced concrete slab span approach ramps should be increased to a 12-foot width in conformance to our curve widening standards.

A rough estimate of costs to increase the width of the Salmon and Steele Streets structures is $43,000 and $37,000, respectively. This increased width and cost is justifiable for these joint-use pedestrian/bicycle facilities to minimize the potential hazardous conditions especially on the curved approach sections with steep gradients that are present in the current design. Our new manual will require a minimum 50-foot stopping sight distance for a minimum design speed of 10 mph, thus further justifying the need for widening these facilities in order to develop adequate sight distance for all users. The current 8-foot design width would require warning signs, warning cyclists and pedestrians of the potential hazards. The recommended widths would be consistent with our new design standards and consistent with the Federal Highway Administration's PPM 21-23, paragraphs 4b and 4c.

James D. McClure
Bicycle Route Engineer

JDM:jp

E S Hunter 13

8-56

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 3, 1973

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, Oregon 97308

Attention Mr. Herbert A. Schell

NOTED
E. S. HUNTER

FROM
Walter J. Hart
Bridge Engineer

SUBJECT FHWA Notice HEV-10 dated August 14, 1973
Inventory of State Experience Relating to the Design, Construction and Effectiveness of Noise Barriers

The following information is furnished so that you may answer subject inventory request.

At present the Oregon State Highway Division has not constructed or does not have under construction a noise barrier, but is proposing five noise barriers for the I-205 Freeway in Portland, Oregon.

The first barrier is located next to the Maywood Park residential area. A barrier of 10 feet in height and 2,500 feet in length is proposed with an anticipated noise reduction of approximately 5 dBA.

The second barrier is located next to the Multnomah County jail and will be 8 feet in height and 1,200 feet in length. The noise level is expected to be reduced by approximately [illegible] dBA.

RECEIVED
OCT [illegible] 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A 10-foot high and 1,200-foot long barrier is proposed for the Lee School area. The anticipated noise reduction is approximately 5 dBA.

A noise barrier is recommended at Portland Union Academy. The barrier is recommended to be 10 feet high and 1,200 feet long. A 5 dBA noise reduction is expected.

The final barrier proposed is in the Oliver P. Lent School area. The barrier will be 2,700 feet in length and vary in height from 10 feet to 15 feet, and as much as 10 dBA noise reduction is anticipated. Enclosed are preliminary drawings for the barrier in the Lents School area.

In each case, a wall barrier is anticipated but where space permits an earth berm or combination of earth berm and wall will have first consideration.

Preliminary design of the Lent School wall barrier is 8-inch thick double split face concrete masonry blocks for the wall construction. The reinforced wall will be placed on a continuous poured-in-place spread footing. The estimated cost of the concrete masonry block wall with 10 feet of exposure is $60 per linear foot including engineering.

An alternate to the masonry block wall is a wooden wall consisting of treated poles spaced at approximately 8 feet with dimensional lumber placed horizontally between the poles. This wall with 10 feet of exposed height has an estimated cost of $40 per linear foot including engineering.

The above mentioned barriers are recommendations resulting from a noise impact study. Community response to the use of wall barriers has been favorable as indicated by public hearings.

JGB/ag

Encls.

cc E. S. Hunter
L. H. Young
J. H. Versteeg
V. E. Skoog

8456

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: August 24, 1973

In reply refer to: 10-35.71

SUBJECT: Oregon Project I-205-7(2)301
Salmon Street-Bush Street Section
Salmon Street Pedestrian Overcrossing - #13524
Steele Street Pedestrian Overcrossing - #13536

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

After further study of the eastern terminus of the Salmon Street pedestrian structure we agree that the original configuration is best. The original ramp layout is approved.

We believe that an 8 foot width is all that is needed at these two locations. This width is consistant with your past practice. We will not approve a greater width.

For G. L. Green

RECEIVED
STATE HWY ENGR
AUG 27 73
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER
9-6-73
cc Hunt
Verstag

NOTED
A. E. JOHNSON

RECEIVED
AUG 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E S Hunter

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 6, 1973

NOTED
E. S. HUNTER

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

FROM
L. L. Wallace
Bridge Design Engineer

SUBJECT S.E. Salmon St.-S.E. Bush St. Section
East Portland Freeway, I-205
Multnomah County
Salmon St. Pedestrian Oxing, Br. 13524
Steele St. Pedestrian Oxing, Br. 13536

Your letter of June 13, 1972, questioned the alignment of the east end of the Salmon Street pedestrian oxing. Our letter of July 6, 1972, stated that we would revise the east loop so that it would end at right angles to the sidewalk on 96th Avenue.

A recent review indicates that this was not the best decision. As stated in your letter, there will undoubtedly be some usage of the structure by bicyclists. Ending the ramp at a right angle to the sidewalk would create an accident-prone condition. Bicyclists descending the ramp could fail to negotiate the turn and ride out into the traffic on 96th Avenue.

We also considered turning the ramp toward the south to be more favorably directed towards the Portland Union Academy. This would result in $3,000 of additional right-of-way costs.

In view of the above discussion, we request your approval of the original alignment with the end of the east ramp directed to the north.

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AUG 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Although neither the Salmon Street nor the Steele Street pedestrian structures are part of a designated bike path, we do anticipate usage by bicyclists, particularly in view of their proximity to schools. Joint usage by pedestrians and bicyclists could be hazardous with an 8-foot width. These structures could be made 10 feet wide with a reasonable additional cost by an increase in the deck overhang dimension and a slightly wider box girder section.

The cost comparisons are as follows:

Steele Street Oxing	
8' wide	$220,000
10' wide	246,000
Salmon Street Oxing	
8' wide	$263,000
10' wide	294,000

Your concurrence in revising the approved width from 8' to 10' for these structures is hereby requested.

LLW/dh/ag

cc E. S. Hunter
V. E. Skoog
L.H. Young
J. H. Versteeg

RECEIVED
APR 20 197
FOR FILING

EP7

Form FHWA-121 ( )

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 14, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)303
S.E. Bush-S.E. Foster Road Section

Revised preliminary plans for the ES and NW Overcrossings of the Foster Ramps submitted with Mr. Wallace's April 7, 1972 letter have been reviewed and approved.

We appreciate your reassessment of these structures which have resulted in a $58,000 savings.

4-18-72

Al - Young

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 12 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 7, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

5 17

Dear Sir:

"ES" Overcrossing of Foster OFF
"NW" Overcrossing of Foster ON
S.E. Bush St.-S.E. Foster Road Section
East Portland Freeway
Bridges 13534 and 13535

NOTED
A. E. JOHNSON

We have reviewed the comments contained in your letter dated March 7, 1972, in regard to our preliminary submittal for subject structures.

A two-span structure would require an additional one and one-half feet of structural depth. The vertical curves for the "F ON" and "F OFF" lines are critical for sightdistance so that these lines cannot be lowered. On the east side of the freeway, the "NW" grades control the height of a sound barrier adjacent to the Lents School. Any raise in grade would result in an increase in sound barrier height with an attendant increase in cost.

The four-span structure layouts previously submitted have been revised to result in more balanced span lengths. This was accomplished by a reduction in the width of the columns and a slight shift in their location. The reduction in column size is possible by carrying all transverse loads at the center bents and abutments.

The type "G" shoulder barrier has been located back of a mountable curb to provide more openness under the structure. An area for plantings has been provided between the shoulder barrier and the face of the abutments. It is felt that any location of the abutments, which would be closer to the roadway than shown, would make the abutments appear too massive. It would restrict the available planting area under the structure and also restrict the visual openness of the undercrossing.

Attached are five prints of drawings 27790 and 27839 which are the preliminary plan and elevations for subject structures, showing the revisions discussed above. Also attached are five prints of a contour plan of the area under the "NW" overcrossing of "Foster ON". The contour plan under the "Foster OFF" structure would be similar. Copies of the revised architectural sketch are also attached.

The approximate costs for these structures, based on estimated quantities and including an allowance for engineering and contingencies, are as follows:

Bridge 13534	$435,000
Bridge 13535	447,000
Adjacent Retaining Walls	116,000
	$998,000

The 17-foot vertical clearance used at this structure is as designated in Oregon State Highway Department Technical Bulletin 19, Division 3, Section 1, Article 7.

The above data is submitted for your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

LLW:dh
Attachments

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
APR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 7, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

3-10-72

SUBJECT: Oregon Project I-205-7(2)-
SE Bush-SE Foster Road Section
Overcrossings of Foster OFF and ON Ramps

We have reviewed the preliminary bridge plans submitted with Mr. Hart's January 5 letter and have the following comments.

The proposed structures are long, relatively short spanned box girders crossing ramps at sharp angles. Long retaining walls are used to cut down the bridge lengths.

We request that you study a further length reduction by reducing the structures to two 150 to 160 foot long spans. Such a scheme would increase the structural depth about one to one and a half feet, and it appears that this increase would be acceptable.

We note that this structure and several on the next letting have vertical clearances of 17' on city streets. We question this clearance on minor crossings of city streets unless other reasons dictate such clearances. Please study all structures in this section that involve this increase in clearance and adjust grades where only minor streets are crossed.

You mention in your letter that the proposed structures are "open". Because of the sharp crossing angle this openness is lost to the vehicle operator as can be seen in the sketch.

Our review indicates that use of two span structures might result in savings of at least $50,000.

RECEIVED
MAR 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1972
BRIDGE DIVISION

NOTED
TOM EDWARDS

NOTED
R. W. ELLISON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 5, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Sir:

"ES" Overcrossing of Foster "OFF"
"NW" Overcrossing of Foster "ON"
S.E.Bush St.-S.E.Foster Road Section
East Portland Freeway
Multnomah County

Enclosed are five prints of drawings 27790, 27839, 27885, and 27886, which are the preliminary plan and elevations and the vicinity maps for the weaving lane structures near Lents School. The foundation recommendations will be forwarded when they become available.

These structures carry two lanes of traffic each from eastbound and westbound on the Mt. Hood Freeway to southbound on the East Portland Freeway and northbound on the East Portland Freeway to eastbound or westbound on the Mt. Hood Freeway. These structures cross over one-lane ramps, Foster "ON" and Foster "OFF". The skew angles developed require a straddle bent near the centerline intersections. The long spans required otherwise would require more structural depth than is available at this location. A post-tensioned concrete box girder is used to keep the depth to a minimum. Concrete shoulder barriers will be used at the lower level to protect the substructure of the upper level.

A rigid frame type structure was considered but found to be as expensive because of the length required at this skew angle (the approximate cost of both rigid frames and including the adjacent walls is $1,061,000). The open structure was considered to have less restriction to drivers.

Anticipated foundation material in this cut section will support spread footings. The approximate costs for these structures, based on estimated quantities and including an allowance for engineering and contingencies are as follows:

Bridge 13534	$469,000
Bridge 13535	$476,000
Adjacent Retaining Walls	$111,000

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

George Baldwin
Administrator of Highways
By

Walter J. Hart
Bridge Engineer

JEB:dh
Enclosures

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
JAN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1972
FORM E-30-X 12-67
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
April 10, 1972

SUBJECT:

To:
Mr. L. H. Young
Programing Engineer

F. B. KLABOE
NOTED

PROGRAMING

This will reply to your April 6 letter requesting the earliest dates we would have right-of-way clear on the remaining sections of the East Portland Freeway.

South Banfield Interchange - SE Market [Sewer] - There are at present six files yet to be negotiated. In addition, two more files are needed - Union Pacific Railroad and Fred Meyer. The two remaining files will presumably be held up because of the environmental impact statement. If descriptions can be written on the two needed files and immediate approval secured to proceed acquiring them, we should be able to meet the July 1972 bid opening date as it appears on the present schedule.

SE Bush - SE Foster Road - There are 25 active files plus 30 additional files which are presently on hold [partial takings]. The 30 files on hold now need environmental impact statement clearance. If we can get immediate approval from FHWA to appraise these 30 files and compute additives so that we can proceed with negotiation on August 1, we should be able to contract in January of 1973.

Columbia River - UPRR - There are four files active on this section; however, the glass company has a serious problem of closing down. The Metropolitan Engineer has been involved in the negotiation and it is anticipated that we will not be able to contract this section until June of 1973.

UPRR - NE Morris Street - There are 30 active files on this section plus three files which are on hold and will need to wait on the environmental impact statement clearance. It is anticipated that May of 1973 will be the earliest date we can go to contract.

Morris Street - Salmon Street - There are 38 active files plus one file on hold. The earliest contracting date is April 1973.

Salmon Street - Bush Street - There are 48 active files, one inactive file, and 12 more files are needed. The inactive file plus the additional files will need environmental impact statement clearance. It is anticipated that April 1973 will be the earliest contracting date.

Banfield Interchange - There are 27 active files, five files on hold, and an additional 30 files will be needed for the North Banfield Interchange and 31 additional files will be needed for the South Banfield Interchange. If the additional files can be written immediately and FHWA approval secured for their immediate appraisal, it is anticipated that we could contract in August of 1973.

Mt. Hood Interchange - There are at present 22 active files and an additional 33 descriptions are needed. If the descriptions can be written immediately and FHWA approval secured to appraise them, we should be ready to contract in September of 1973. This date would need to be tempered with the Barlow School problem. It is my hope that by the September 1973 school year the additional classrooms will be ready at the other schools in the area where the students will attend in place of Lents School.

D. H. Moehring
Right of Way Engineer

DHM:JP
cc F. B. Klaboe ✓
E. S. Hunter
F. L. Hall

RECEIVED
APR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

845!

FOR FI

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: S. E. Bush Street - S. E. Foster Road
Highway: East Portland Freeway (I-205)
County: Multnomah
Prefix: 626-1909

Res. Engr.
Approx. Length
Sta. to Sta.
Date 1-24-72

Mean Truck A.D.T. 4507
Traffic Coefficient 12.0
18 kip s. a. per day 1476.3

Annual Precipitation 40"±
Frost Penetration - - - -
CBE Total Requirement 40"

(1)

Typical Soil

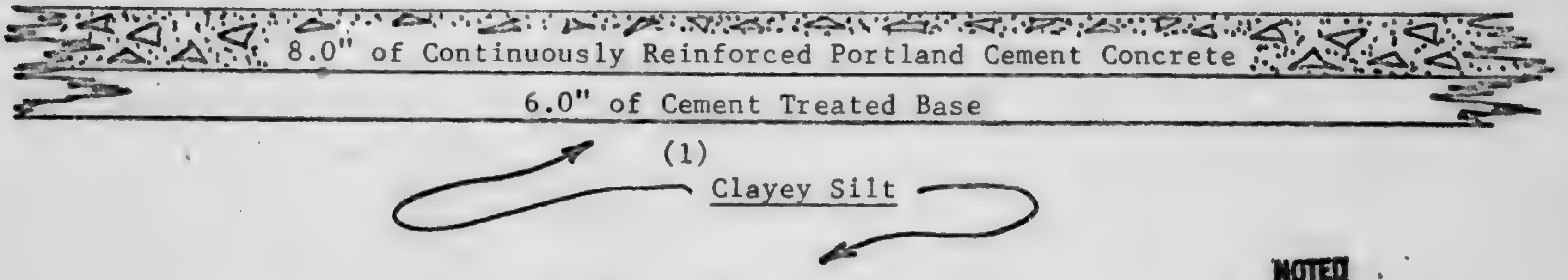
29	LL
5	PI
99	%P 10
78	%P 200
1	% Gravel
8	% C Sand
13	% F Sand
56	% Silt
22	% Clay
6	R Value
A-4	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	Actual Thick.	Component
	8.0	C.R.P.C.C.
	6.0	C.T.B.
	14.0	
See attached sheets for computations.		

STRUCTURAL SECTION


8.0" of Continuously Reinforced Portland Cement Concrete
6.0" of Cement Treated Base
(1)
Clayey Silt

See Page 4 for computations.

NOTED
E. D. HUNTER

-over-

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Submitted by
Base Design Engineer

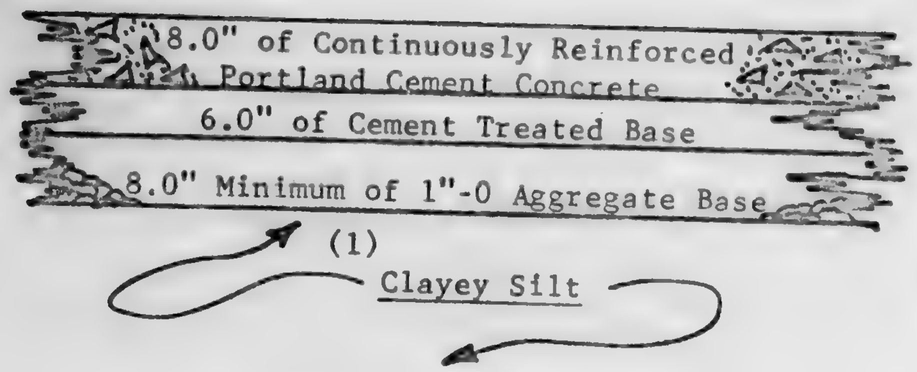
Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Inventory & Needs Engineer

ALTERNATE STRUCTURAL SECTION


8.0" of Continuously Reinforced Portland Cement Concrete
6.0" of Cement Treated Base
8.0" Minimum of 1"-0 Aggregate Base
(1)
Clayey Silt

Credit	Actual Thick.	Component
	8.0	C.R.P.C.C.
	6.0	C.T.B.
	8.0	A.B.
	22.0	

Above section to be used when wet areas are encountered, and at the discretion of the Resident Engineer.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: S. E. Bush Street-S. E. Foster Road

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	C.T.B.	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
10.0 - 11.0	4.0"	10.0"	---	9.0"	35.0"	23.0"
9.0 - 10.0	4.0"	10.0"	---	5.5"	31.5"	19.5"
8.0 - 9.0	4.0"	6.0"	---	9.5"	28.5"	19.5"
7.0 - 8.0	4.0"	6.0"	---	6.0"	25.0"	16.0"
6.0 - 7.0	3.5"	---	---	14.5"	21.5"	18.0"
4.8 - 6.0	2.0"	---	---	14.5"	18.5"	16.5"
Cars Only	2.0"	---	---	9.5"	13.5"	11.5"

Remarks:

Where crushed material is required for base, shoulders, or level, recommend the 1.0"-0 material crushed for the Cement Treated Base be used in lieu of normal specification sizes.

Unit prices were obtained from A. D. Bollinger, Cost Analyst. 1969-1970 maintenance costs used in the economic analysis for Asphaltic Concrete and Portland Cement Concrete were obtained from the Maintenance Section.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
*1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

* Does not apply to mainline.

TRAFFIC ANALYSIS

SECTION: S. E. Bush Street-S. E. Foster Road

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

47,400 Present ADT (19 72)

5.7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	1190	2.3	2737	1964	450	883,800
3	550	2.3	1265	908	1000	908,000
4	125	2.3	288	207	1250	258,750
5	860	2.3	1978	1419	3180	4,512,420
6	5	2.3	12	9	2570	23,130
				4507 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 6,586,100

TWENTY YEAR EWL 131,722,000

TRAFFIC COEFFICIENT 12.0

% TRUCK ADT	AVERAGE ANNUAL DESIGN EWL	TWENTY YEAR EWL	TRAFFIC COEFFICIENT
80	5,267,740	105,354,800	11.7

SECTION S. E. Bush Street- E. Foster Road HIGHWAY E t Portland Freeway
COUNTY Multnomah DATE 1- -72

Outside Lanes X
Load Safety Factor 1.3
Subbase Depth - - - -
k-Values: Basement 65
Compressive Strength 3950
Modulus of Rupture(M.R.) 525

Inside Lanes
"R" Value 6
C.T.B. Depth 6.0"
Subbase --- C.T.B. 205
Total Depth P.C.C. Eff. 9.0"

		Credits
8.0"	C.R.P.C.C.	9.0"
6.0"	C.T.B.	6.0"
---		---
---		---
---		---

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
			SINGLE AXLE LOADS			
35	45.5	365	0.70	2,000	102	5
34	44.2	360	0.69	2,500	193	8
32	41.6	345	0.66	6,000	193	3
30	39.0	330	0.63	14,000	100	1
28	36.4	315	0.60	32,000	100	--
26	33.8	300	0.57	75,000	201	--
24	31.2	280	0.53	240,000	3,866	2
22	28.6	260	0.50	- - - -	- - -	--
20	26.0	---	----	- - - -	- - -	--
18	23.4	---	----	- - - -	- - -	--
			TANDEM AXLE LOADS			
50	65.0	340	0.65	8,000	1,023	13
48	62.4	330	0.63	14,000	1,023	7
46	59.8	320	0.61	24,000	1,703	7
44	57.2	310	0.59	42,000	2,785	7
42	54.6	300	0.57	75,000	5,562	7
40	52.0	285	0.54	180,000	5,923	3
38	49.4	270	0.51	400,000	27,812	7
36	46.8	255	----	- - - -	- - -	--
34	44.2	---	----	- - - -	- - -	--
32	41.6	---	----	- - - -	- - -	--
30	39.0	---	----	- - - -	- - -	--
28	36.4	---	----	- - - -	- -	--

Total % Fatigue Used 70

SECTION S. E. Bush Street - S. E. Foster Road HIGHWAY East Portland Freeway
COUNTY Multnomah DATE 1-24-72

Axle Load Kips	80% 2 Axle TADT = 1571		80% 3 Axle TADT = 726		80% 4 Axle TADT = 166		80% 5 Axle TADT = 1135		80% 6 Axle TADT = 7		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	102			102
34							0.17	193			193
32							0.17	193	—	—	193
30							—	—	14.3	100	100
28							—	—	14.3	100	100
26	—	—			—	—	—	—	28.7	201	201
24	1.75	2,749	—	—	3.72	618	0.44	499	—	—	3,866
22	5.91	9,285	3.10	2,251	9.20	1,527	6.28	7,128	27.4	192	20,383
20	40.4	63,468	86.9	63,089	202	33,532	419	475,565	60.4	423	636,077
18	128	201,088	334	242,484	611	101,426	2060	2,338,100	349	2,443	2,885,541
TANDEM AXLE											
50			0.55	399			0.55	624			1,023
48			0.55	399			0.55	624			1,023
46			—	—			1.50	1,703			1,703
44			1.10	799			1.75	1,986			2,785
42			1.72	1,249	—	—	3.80	4,313			5,562
40			1.72	1,249	5.66	940	3.29	3,734	—	—	5,923
38			0.62	450	9.09	1,509	22.6	25,651	28.8	202	27,812
36			13.8	10,019	12.1	2,009	78.3	88,871	61.4	430	101,329
34			62.7	45,520	35.4	5,876	262	297,370	62.9	440	349,206
32			136	98,736	145	24,070	576	653,760	272	1,904	778,470
30			61.7	44,794	164	27,224	292	331,420	462	3,234	406,672
28			61.7	44,794	164	27,224	292	331,420	462	3,234	406,672
26			61.7	44,794	164	27,224	292	331,420	462	3,234	406,672

SECTION: S. E. Bush Street-S. E. Foster Road

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See attached sheet.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C. and A.C.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A cost comparison has been made for comparable strength A.C. and P.C.C. sections, see Page 7. P.C.C. has been selected as the result of this economic comparison.

Economic Comparisons of Pavement Types
with all Factors Used and 5% Compound Interest

_ S. E. Bush Street-S. E. Foster Road

_ East Portland Freeway Multnomah County

(25 Year Comparison Period)

Cost per 3 -lane mile

PORTLAND CEMENT CONCRETE PAVEMENT

Initial Cost		$ 224,046
*Maintenance for 25 years $ 343 (14.094)		4,834
Present Worth Cost		$ 228,880

ASPHALT CONCRETE PAVEMENT

Initial Cost		$ 219,248
Resurfacing 3.0" at 12 Years	$ 37,474	
Engineering $ 37,474 (0.20)	7,495	
Supplemental Work ----	----	
Traffic Delay	----	
	$ 44,969	
The present worth of resurfacing is $ 44,969 (0.5568)		$ 25,039
Maintenance for 25 years $ 2,525 (14.094)		$ 35,587
Subtotal		$ 60,626
**Less Salvage - - -		- - -
Present Worth Cost		$ 279,874
SAVINGS PER 3 LANE MILE USING C.R.P.C.C.		$ 50,994

*Maintenance costs for all sections are for Travel Lanes only.

**For purposes of this comparison, the original AC pavement is expected to require resurfacing in 12 years, for a total service period of 25 years.

1977 8th St.-15th St. 8457
(Astoria) Sec., FAU 4370
(Niagara Ave.) (grad, pave) ●

C & A 5400 7-29-75

Form 734-1095

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

City of Astoria
1095 Duane Street
Astoria, Oregon 97103
Attn: Bruce J. Clausen
Public Works Director/City Engineer

Date July 14, 1980
Invoice No.
P.O. No.
Crew No.

Additional funds to be refunded to City of Astoria for Federal Aid Urban Project M-4370(1) 8th Street-15th Street, Niagara Avenue.

$5,661.34

Reference: CC 2048

D. E. Swan
Operation Programming Engineer

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-14-80	CC 2048		304-1921-295 304-1022-295

BILL TO: Code:

City of ~~Albany~~
1095 Duane Street
Astoria, Oregon 97103
Attn: Bruce J. Clausen
Public Works Director/City Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Federal Aid Urban Project M-4370(1) 8th Street - 15th Street Niagara Avenue Clatsop County Covered by Agreement dated 7-28-75 Contract No. 8457			
TOTAL COST			$265,799.27
Less Federal Funds Collected			207,180.37
Less State Share			29,080.24
City Share			29,538.66
City's Advance Deposit			48,000.00
REFUND DUE CITY			$ 18,461.34
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount $ 48,000.00
Advance Deposit Previously Transferred to Highway Fund $ 35,200.00
Balance $ 12,800.00
Transfer to Highway Fund $ - - -
Refund Due $ 12,800.00
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC 1683

Amount Due . . . . . $ - - -

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved:
D. E. Swan

SP*35736 7-

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 14, 1980

CITY Astoria **Contract No.** 8457 **Date Completed** 8-4-77

PROJECT # M-4370(1) **Section** 8th St.-15th St., Niagara Avenue

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 28,213.81
Payments to Contractor	204,114.11
SFO #1 Permanent Striping	107.14
SFO #2 Foundation Exploration	795.74
SFO #3 Pave Driveway & Install Culvert	652.14
SFO #4 Patch Broken Pavement	578.30
Construction Engineering	31,254.69
Equal Opportunity Program Expense	41.31
Interest Paid Contractor	42.03
TOTAL PROJECT COST	$265,799.27
Less Federal Funds Collected	207,180.37
BALANCE	$ 58,618.90

Non-Participating Costs:

Preliminary Engineering	$ 64.21	
Payments to Contractor	(226.10)	
Interest Paid Contractor	42.03	
SFO #4	578.30	
Construction Engineering	370.41	$ 828.85
BALANCE TO BE SHARED		$ 57,790.05

State Share:

50% of $57,790.05 =	$28,895.03
plus 50% of $370.41 =	185.21
	$29,080.24

City Share:

%57,790.05 - $28,895.03 =	$28,895.02
Plus $828.85 - $185.21 =	643.64
	$29,538.66

Reference: Billing Form CC 2048

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ST. VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon

STATE

Oregon

VOUCHER PERIOD FROM 6-2-75 TO 8-21-79

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. Astoria M-4370(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$265,780.24	$264,970.42	78.19%	$207,180.37	$207,180.37	$ 0.00

RECEIVED DIVISION OFFICE BY Oregon DATE

DIVISION OFFICE REVIEW MADE BY DATE 2/19/80

PASSED FOR PAYMENT BY DATE V.E. Skoog Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	8th St.-15th St. (Astoria) Section FAU 4370 (Niagara Ave.) Clatsop County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 28,149.60	✓
	Construction Type Code 6203 Roadway (Sta. 10+00 To Sta. 32+00) Contract #8457					
	Final Contract Payment Summary	Lump Sum			204,340.21	✓
SFO	#1 Permanent Pavement Striping				107.14	✓
SFO	#2 Foundation Exploration				795.74	✓
SFO	#3 Pave driveway & install culvert				652.14	✓
	Total Participating Construction Cost				$205,895.23	
	Construction Engineering					
	State	All Required			30,884.28	✓
	Total Participating Construction Engineering				$ 30,884.28	
	Misc. Project Costs					
	Equal Opportunity Program Expense	All Required			41.31	✓
	Total Participating Costs				$264,970.42	
	Nonparticipating Items					
	Preliminary Engineering	All Required			64.21	✓
	Final Contract Payment Summary	Lump Sum			(226.10)	✓
	Interest Paid to Contractor	All Required			42.03	✓
SFO	#4 Patch broken pavement				578.30	✓
	Construction Engineering	All Required			359.38	
	Total Nonparticipating Costs				$ 817.82	
	TOTAL COSTS				$265,788.24	
	Prepared based on participating costs shown on Federal Billing as of 2-21-80.					
	AMOUNT CARRIED FORWARD . .					

```
                                303   [illegible]   911   CO P 1                                                   [illegible]
                                303   1[illegible]2 912   CO P 1                                                   2,6[illegible]5.35
                                303   1[illegible]2 914   [illegible] P 1                                                  54.65
                                303   1[illegible]2 915   [illegible] P 1                                                 416.32
                                303   1[illegible]2 920   CO P 1                                    45.40                45.40
                                303   1[illegible]2 [illegible]   [illegible] P 1                                                   94.94
                                303   1[illegible]2 [illegible]   [illegible] P 1                                               1,4[illegible]7.14
                                303   1982  [illegible]3  CO N 1                                                   72[illegible].66
                                            TOT   P1                                                                  5.87
                                            TOT   [illegible]                                          45.40           13,0[illegible].[illegible]3
                                                                                                                      5.[illegible]7
                                      ** JOB TOTALS **                           **               45.40  **        13,031.40  **

 8TH ST-15TH ST (ASTORIA)     CONT NO      # FA PROJ NOS M   370001 100                                                   STATE
                                [illegible]   19[illegible]1  [illegible]   [illegible] N 9                             1,[illegible]CR   2[illegible].[illegible]CR
                                3[illegible]4   1[illegible]  [illegible]3   [illegible] N 9                             1,[illegible].18     [illegible].17
                                [illegible]4   1[illegible]  9[illegible]1  [illegible] P 1                             2,303.83        12,[illegible].77
                                [illegible]   [illegible]   [illegible]   [illegible] P 1                                              [illegible]
                                [illegible]   [illegible]   [illegible]   [illegible] P 1                                  5.0[illegible]CR   7,[illegible]
                                [illegible]   [illegible]   [illegible]   [illegible] P 1                                              [illegible].61
                                [illegible]   [illegible]   [illegible]   [illegible] P 1                                              6,[illegible]
                                [illegible]   [illegible]   910   [illegible] N 1                                  64.21           [illegible]
                                [illegible]   [illegible]   914   [illegible] P 1                                              4[illegible].[illegible]5
                                [illegible]   [illegible]   916   [illegible] P 1                                              [illegible]
                                [illegible]   [illegible]   [illegible]   [illegible] P 1                                  12.[illegible]R    [illegible]
                                [illegible]   [illegible]   9[illegible]1  [illegible] P 1                                  5.[illegible]       1,3[illegible].67
                                [illegible]   [illegible]   [illegible]   [illegible] P 1                                              [illegible]
                                3[illegible]4   1921  [illegible]   [illegible] P 1                                              [illegible].[illegible]4
                                            TOT   P1                                        2,2[illegible].[illegible]3       28,1[illegible].[illegible]
                                            TOT   [illegible]                                          [illegible]          [illegible]
                                      ** JOB TOTALS **                           **       2,3[illegible].29  **       28,213.81  **

 COLUMBIA AVE (SCAPPOOSE)     CONT NO       FA P[illegible]J NOS S[illegible]S [illegible] 100                                          STATE
                                [illegible]   1913  [illegible]5  [illegible] N 9                             1[illegible]        1[illegible]
                                [illegible]   1[illegible]3  [illegible]   [illegible] N 9                             [illegible]CR   [illegible]CR
                                [illegible]   1[illegible]3  [illegible]   [illegible] N 9                                             [illegible]
                                [illegible]   1913  [illegible]9  [illegible] N 9                             [illegible].74      [illegible]
                                [illegible]   1[illegible]3  [illegible]   [illegible] P 1    2[illegible].29      [illegible].17      [illegible]
                                [illegible]   1[illegible]3  [illegible]   [illegible] N 1                             2[illegible]CR      [illegible]
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                                [illegible]   1913  914   [illegible] N 1                             7.[illegible]CR     9.[illegible]
                                [illegible]   1913  916   [illegible] N 1                                          4.1[illegible]

 TOTAL TO DATE JOB COST SUMMARY                                           APRIL 1980        PAGE 544

 DESCRIPTION OF JOB OR DEPARTMENT   PREFIX    FUNCTION   GR  CURRENT MONTH    FISCAL           GRAND TOTAL
                                                                            YEAR TO DATE       TO DATE
                                            TOT      P1        [illegible]        [illegible]        [illegible]
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                              ** JOB TOTALS **              **        10.50  **    39,329.72  **

 8TH ST-15TH ST IN ASTORIA     CONT NO 8457 8 FA PROJ NOS M   370001 100                         STATE
                               304    1022    201    00 P 1 Cout Pay.               204,340.21    77    79
                               304    1022    201    00 N 1                          [illegible]CR  79    79
                               304    1022    206    00 N 1 INT.                         42.03    78    78
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 TOTAL TO DATE JOB COST SUMMARY                                       APRIL 1980       PAGE 123

                                                                       FISCAL          GRAND TOTAL    ACTIVE
 DESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION   OR  CURRENT MONTH   YEAR TO DATE      TO DATE
                               [redacted] [redacted]  [redacted] P 1 SFO #2                  [redacted]    [redacted]
                                                      P 1    " #3
                                                      N 1    " #4
                                                      P 1    " #1
                                                      P 1
                                                      P 1                     6,742.55CR                  77
                                                      N 9 T2. CITY
                                                      N 9    " ST            [redacted]     [redacted]CR  77
                                                      N 9    " FEL                                        77
                                                      P 1 ENGR.                   137.71
                                                      N 1
                                                      P 1 PROJ MGMT.
                                                      P 1 TRAIN.
                                                      P 1 EEO                                              77    77
                                                      P1                      9,[redacted]CR  236,[redacted]
                                                      N1
                              ** JOB TOTALS **              **     9,[redacted].34CR **  237,[redacted].4[redacted] **

 COLUMBIA AVE(SCAPPOOSE)     CONT [redacted]  FA [redacted] NOS [redacted] 100                          STATE
                               [redacted] 1076 [redacted] [redacted] P 1                            2.41     77    79
                                                      P 1                          [redacted]     77    78
                                                      P 1                          1,[redacted]   77    79
                                                      P 1                          1,[redacted]   77    78
                                                      P 1                          [redacted]     77    78
                                                      P 1                          [redacted]     78    78
                                                      N 9            1,166.[redacted]   1,1[redacted]   79    79
                                                      N 8            4,[redacted]CR    [redacted]CR  77    78
                                                      N 9                          [redacted]     77    79
                                                      N 9            3,9[redacted].63   3,[redacted].63  79    79
                                                      P 1              [redacted]CR    2,[redacted]    78    79
                                                      N 1                 29.07          29.07     79    79
                               [redacted] 1076 [redacted]   P 1                           467.97     77    79
                                                                     [redacted]CR   46,[redacted].10
                                                                        29.07          29.07
                              ** JOB TOTALS **              **               **    46,704.17  **

                               [redacted] 1077 [redacted] [redacted] N 8   1,[redacted]    1,[redacted]   79    79
                                                      N 1   3,[redacted]CR  3,[redacted]7.57CR  79    79
                                                      N 8   1,[redacted]CR  1,[redacted]CR  79    79
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 304-1022

INTER-OFFICE CORRESPONDENCE
March 11, 1980
Salem, Oregon

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: 8th-15th (Astoria) Sec.
Niagara Ave. FAU 4370
Astoria Urban Area

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

Attached is a letter from the City of Astoria requesting final reconciliation of costs for subject project.

I assume Mr. Clausen refers to the format used in the notice of advance deposit sent to City and dated December 22, 1976.

Please submit the request through appropriate channels for action.

POS/rgb

5-22-80
DONE ✓

PROJECT MANAGEMENT BRANCH
[✓ ASHE] STE ☐
PLE ☐ RE ☐ [✓ PRE]
MAR 12 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

DmH.

CITY OF ASTORIA OREGON
FOUNDED 1811

**OFFICE OF THE PUBLIC WORKS
DIRECTOR/CITY ENGINEER**
1095 Duane Street
325-5821

REGION 2 ENGINEER
RECEIVED
☐ RLE MAR 10 1980 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

March 7, 1980

Phil Stearns, Regional Federal Aid Engineer
Region 2, Highway Division
Department of Transportation, East State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Stearns:

As we have mentioned to you several times on your visits to Astoria, we have never received any financial accounting of expenditures for the Niagara - 8th to 15th Street project, FAU 4370.

The last work that was done on the done on the project was in October, 1978. We would appreciate receiving an accounting of costs involved and, if possible, in the same format as shown on your letter of December 26, 1976, pertaining to estimated costs prior to beginning the project.

If you have questions or need additional information, please let us know.

Yours truly,

THE CITY OF ASTORIA

Bruce J. Clausen
Bruce J. Clausen
Public Works Director/
City Engineer

BJC:dls

cc: Dale F. Curry, City Manager

STATE COPY

cc:. State (H. S. Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

8457

REGION NO. 10	REPORT NO. 3	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 8/13/79	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. M-4370(1)
COMPLETION DATE 7/29/77	ACCEPTANCE DATE BY CONTRACT AGENCY 5/5/78	TIME ELAPSED $\frac{143}{150}$ = 95 %	CONTRACT TIME 150 Days
APPROVED EXTENSIONS ---	LOCATION 8th Street to 15th Street Section of Niagara Avenue in Astoria, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

8th ST.-15th ST. SECTION
NIAGARA AVENUE (ASTORIA)
Grading and Paving

This project provided for widening a city street, installing drainage systems, curbs, sidewalks and paving.

Final project cost was $244,925.60 which was 2.3% under the original estimate of $250,781.66.

A final inspection of the completed project was made August 4, 1977.

All appropriate documents have been received and the project is considered acceptable.

RECEIVED
STATE HWY ENGR
AUG 22 '79
REFER TO
FOR
Info | Inves | 3/D | D.3 | E.m | Act | File

8.22
cej

8-23-79
copies to:
C. A. Fredrikson
Chet Anderson
Robert Church
Jim Kinns
Don Harwell
D E Swan

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8-21-79	TITLE Field Operations Engineer	DATE 8-21-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8457

Form 31-734-2020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 31, 1979

FILE: CON 5 #8457

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILE

SUBJECT: 8th St.-15th St. (Astoria)
FAP No. M-4370(1)
Contract No. 8457
Recomputed Price Adjustment
For Non-Spec. Class "C"
A.C. Mixture

The price adjustment for non-spec. Class "C" A.C. mixture has been recomputed in accordance with our March 1978 agreement with FHWA:

Bid Item	P.A. #3 Amount	Recomputed Amount
#12 - Class "C" A.C. Mixture	$843.50	$1,295.70

The difference in amounts is $452.20. The amount to be credited to the project on a nonparticipating basis is $226.10.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
C. O. Fredrickson
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
JAN 31 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

8457

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-130		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER 2	8-17-78	Project Number M-4370 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 267,748.00	$276,000.00
Federal funds	$ 209,282.00	$215,700.00
Other revisions		

This modification is made for the following reasons:

Increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By E S Hunter

Technical Services Engineer
(Title)

By Tony Burrow
(Division Administrator)

For: G. L. Green

~~By~~ XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

File

Oregon State Highway Division
Salem, Oregon August 14, 1978

Federal Aid Project
No M4370 (1)

8th St.-15th St. (Astoria) Section
FAU 4370 (Niagara Ave.)
Clatsop County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$ 28,000.00

Type Code 6203
Roadway (Sta. 10+00 to Sta. 32+00)

Subtotal Previous Estimate - January 5, 1977	$217,953.00
Engineering	30,047.00
Total	$248,000.00

Length of Project --- 0.417 mile
Cost of Roadway per mile --- $589,928.05

SUMMARY OF FUNDS (78.19%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 28,000.00	$ 21,800.00	$ 3,100.00	$ 3,100.00
Roadway	248,000.00	193,900.00	27,050.00	27,050.00
Total	$276,000.00	$215,700.00	$30,150.00	$ 30,150.00

Group 1 - 100%
Contract No. 8457
Prefix 304-1022
Prefix 304-1921 P.E.

8457

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER

PROJECT REPORT NUMBER

MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State: Oregon

County: Clatsop

Project Number: M-4370(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 28,000	$ 267,748
Federal funds	$ 21,800	$ 209,282
Other revisions		

This modification is made for the following reasons:

To include roadway construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of January, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter

Deputy State Highway Engineer
(Title)

By __________

____
(Title)

By __________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By __________
(Division Administrator)

for: G. L. Green

Previous editions are obsolete

[illegible]

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, January 5, 1977

FEDERAL AID PROJECT
NO. M-4370(1)

8th St.-15th St. (Astoria) Section
FAU 4370 (Niagara Ave.)
Clatsop County

Project Agreement Estimate.

Type Code PE

Preliminary Engineering	All Required		$ 28,000.00

Type Code 6203
Roadway (Sta. 10+00 to Sta. 32+00)

Mobilization	All Required		$ 5,000.00
Temporary Protection and Direction of Traffic	All Required		4,000.00
Temporary Signs	180 sq. ft.	8.00	1,440.00
Temporary Barricades	8 only	250.00	2,000.00
Flagmen	160 hour	17.00	2,720.00
Clearing and Grubbing	All Required		1,000.00
Removal of Structures and obstructions	All Required		1,500.00
Embankment in Place	1,400 cu. yd.	10.00	14,000.00
Trench Excavation	715 cu. yd.	7.00	5,005.00
Finishing Roadbed and Slopes	All Required		2,060.00
Aggregate Base	250 ton	8.00	2,000.00
Class "C" Asphalt Concrete Mixture	4,580 ton	17.50	80,150.00
Asphalt Cement in Mixture	300 ton	80.00	24,000.00
Asphalt in Tack Coat	2 ton	250.00	500.00
8-inch Sewer Pipe	460 lin. ft.	8.00	3,680.00
12-inch Sewer Pipe	1,490 lin. ft.	9.00	13,410.00
Extra for Pipe Under Pavement	355 lin. ft.	12.00	4,260.00
Concrete Manholes	2 only	1,200.00	2,400.00
Concrete Inlets, Type CS	18 only	350.00	6,300.00
Concrete Inlets, Type D	1 only	450.00	450.00
6-inch Drain Pipe	270 lin. ft.	5.40	1,458.00
Special Filter Material in Drains	40 cu. yd.	20.00	800.00
Curbs, Walks and Driveways	350 cu. yd.	88.00	30,800.00
Extra for Asphalt Approaches	14 only	150.00	2,100.00
Extra for Asphalt Walks	70 sq. yd.	6.00	420.00
Adjusting Manholes	3 only	200.00	600.00
Adjusting Inlets	4 only	200.00	800.00
Capping Inlets	1 only	100.00	100.00
			$212,953.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,000.00
Stage Construction Striping (S.F.)	All Required	1,500.00
Temporary Erosion Control (E.W.)	All Required	2,500.00
		$ 5,000.00
	Subtotal	217,953.00
	Engineering	21,795.00
	TOTAL	$239,748.00

Length of Project . . . . 0.417 mile
Cost of Roadway per mile $574,935.25

Work Retained in Program Status
(Not included in totals below.)

Work by City of Astoria	All Required	$ 2,500.00
Roadside Seeding and Mulching	All Required	500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineer	$ 28,000	$ 21,800	$ 3,100	$ 3,100
Roadway	239,748	187,482	26,133	26,133
TOTALS	$267,748	$209,282	$29,233	$29,233

Pro rata to remain at 78.20%

Group 1 - 100%
Contract No.
Prefix No. 304-1022
Prefix No. 304-1921 P.E.

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-55	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State **Oregon** County **Clatsop** Project No. **M-4370(1)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Niagara Avenue in Astoria

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING All Phases	6-2-75	0.48
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 28,000	FEDERAL FUNDS $ 21,800

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator ______________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking Regulation and Traffic Control are contained in the State-City Agreement approved by the Highway Division on July 28, 1975.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Oregon State Highway Division
Salem, Oregon, April 6, 1976

Federal-Aid Project
No. M-4370(1)

8th Street-16th Street (Astoria) Section
City Streets in Clatsop County

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$28,000.00
	Total	$28,000.00

Length of Project - - - - - - - - - - - - 0.48 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 28,000.00	$ 21,800.00	$ 3,100.00	$ 3,100.00
Retain in Program				
Construction (Contract)	113,000.00	88,300.00	12,350.00	12,350.00
Total	$141,000.00	$110,100.00	$15,450.00	$15,450.00

Prefix 304-1921 P.E.

8457

8

May 11, 1978

Fidelity & Deposit Company of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On May 8, 1978, we wrote to you concerning release of final payment on Contract No. 8457 awarded to C. G. Gredvig for work on 8th St.-13th St. (Astoria) Section of FAU 437C in Clatsop County.

Final payment on this contract is $500.00 and the total contract amount is $204,114.11. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: C. G. Gredvig
4935 N.W. Kahneeta Court
Portland, OR 97229

Fidelity & Deposit Company of Maryland
Baltimore,
Maryland

bc: C. T. Kessey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. O. Fredrickson

304-1921

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

March 13, 1978

PROJECT MANAGEMENT
PME ☐ CCE
LGE FAE
File: PM FA
LG OP
TAA
M

Bruce J. Clausen
Director of Public Works
1095 Duane Street
Astoria, Oregon 97103

Re: 8th-15th Street Section, Niagara Avenue, FAU 4370

Dear Mr. Clausen:

The Niagara Avenue project has been reviewed in response to your letter of January 31, 1978.

Our Region Geologist visited the site February 15 and concluded the settlement problem is an aggrevation of a previously existing condition.

Region Staff reviewed the design and project development and found nothing unusual in our treatment or processing of the project. Your plans for the project were compared with ours and were found to be similar. Your cooperation in development of the design was sought and City approved the final plans.

It is not our usual practice to make a slide investigation unless an existing condition is obvious which would mandate testing. As you pointed out, testing was done east of 15th. This was done at your request because of the obvious problem. Had we been aware of a similar situation west of 15th, an investigation may have been made with City concurrence. The cost of the additional work is estimated to be $5,000, and an additional two or three months in time. Your funding was tight, you were anxious to get to construction. Considering the money and time, would an investigation been authorized?

The State and City share in design responsibility and the project was constructed per approved design. As is customary with local projects, and in accordance with the general provisions of the project agreement, maintenance and operation of the facility became City's responsibility when the project was completed.

Sincerely,

Phillip O. Stearns

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/dea
cc: Dale Curry
Don Harwel
Eldon Eve
Chet Anderson

OFFICE OF THE PUBLIC WORKS
DIRECTOR/CITY ENGINEER
1095 Duane Street
325-5821

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 2 1978
~~Prange~~ ☒ M
~~Reynoldson~~ ☐
File: PM FA ✓
TAA ________ LG OP

January 31, 1978

Phil Stearns
Oregon State Highway Division
Department of Transportation
East State Highway Building
Salem, Oregon 97310

RE: Niagara Avenue, 8th - 15th Improvement. F.A.U. Route No. 4370

Dear Mr. Stearns:

The construction work on this project was completed in August 1977. The engineering and inspection of the work was the responsibility of the Oregon State Highway Division as per agreement with the City of Astoria.

On December 12, 1977, City engineering personnel noted cracks developing in the new pavement and curb on the south side between 14th and 15th Streets. The eye can note the subsidence and horizontal movement of the new curb. On December 13th, we contacted Chet Anderson, Resident Engineer of State Highway Division in Astoria, and visited the area with him to look at this developing ground movement. We asked him to contact his department to request a geologist to visit the area and give his assessment of cause, etc. We have been informed by local Highway Department engineers that this street is now our maintenance problem.

On August 21, 1975, personnel from the City of Astoria attended a preliminary engineering orientation meeting at Salem. At this meeting, we were given, among other things, sheets which were a portion of a larger book titled, "Construction Division Manual of Instructions, Technical Bulletin No. 19", which delineated requirements of surveys for State Highway projects. We were advised that if we were to do our own engineering, we would be required to follow the format in this bulletin due to state and federal money involved on any F.A.U. Project.

Section 3, Soils, in this Bulletin No. 19 sets out requirements for investigation, testing, and analysis of materials to be found on the project. Also included is a sheet titled, "Soil and Geological Exploration Log". Were these requirements followed through on this project? May we have copies of the log?

The requirements as set out in Bulletin 19 were the main reason for the City deciding to agree that the State should do the engineering for this project, as the City does not have the personnel or equipment to do all of the specialized work required.

We have also noted that in this area of movement, no water was running in the gutter when rain was falling. The pavement appeared to be porous allowing water to seep through before reaching the gutter.

Our acceptance of this project was with reservations, due to some other drainage deficiencies. That our concern was justified, has been affirmed since our heavy fall rains have come.

We feel strongly that the Highway Department does have an obligation to correct any adverse condition that may develop due to deficiency in design, etc., particularly as the Department has been investigating this same type of condition that has existed for years on Niagara east of 15th Street.

If you have questions or need additional information, please let us know.

Yours truly,

THE CITY OF ASTORIA

B J Clausen

Bruce J. Clausen
Public Works Director/
City Engineer

BJC:dlb

cc: Dale F. Curry, City Manager
Don Harwell, O.S.H.D., Salem
Eldon Everton, O.S.H.D., PO Box 686, Astoria
Chet Anderson, O.S.H.D., PO Box 1104, Astoria

#8457

8.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
-4370(1)

STATE PROJECT NO.
See Below

COUNTY NAME
Clatsop

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-38

TO:

K. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED
9-1-76

DATE AUTHORIZATION EFFECTIVE
9-27-77

FEDERAL ROUTE NUMBER
FAU 4370

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
"8th St. - 15th St. (Astoria Section)

GENERAL DESCRIPTION OF WORK:
Pave driveway to R/W Line and install 12" culvert by State Forces

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND~~/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 10-4-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No 3 at a total estimated cost not to exceed $757 Federal Funds $590.

NOTE

Swan
11-1-77

DATE
10-26-77

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—625-787

8457 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 8th - 15th St.(Astoria) Niagara Ave

WEEK ENDING: July 29, 77

SECTION PREFIX: 304-1022

HIGHWAY: City Street

COUNTY: Clatsop

NAME OF JOB: 8th - 15th Street (Niagara) Astoria

KIND OF WORK: Grading & Paving

CONTRACTOR: C.G. Gredvig

CONTRACT NUMBER: 8457

FEDERAL AID PROJECT NUMBER: M-4370(1)

DATE OF CONTRACT: January 10, 77

DATE WORK STARTED: January 17, 77

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 7 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 143

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 250,781.99

EXCLUSIVE OF ENGINEERING: $ 231,895.89

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 231,895.89

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $ 19,885.77

ENGINEERING COST TO DATE: $ 25,087.13

PERCENT OF AUTHORIZATION: 126 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: July 29, 77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.42				0.42
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.42				0.42
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1400				4580
TOTAL QUANTITIES CORRECTED TO DATE	715				4086.62
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	715				4086.62
AVERAGE DAILY QUANTITIES	0				300
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					9

EQUIPMENT USED DURING THE WEEK:

Paving machine, spreader box, 2 rollers

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Clear	138		
MONDAY 25	Cloudy	139		
TUESDAY 26	Clear	140		
WEDNESDAY 27	Clear	141		
THURSDAY 28	Clear	142		
FRIDAY 29	Partly Cloudy	143		
SATURDAY 23	Clear	137		

Routing
Keasey
Bond
Jackmond
Hopkins
Johnson
Hoes
Richards
Glenn
Berg
Church
Gebauer
Widmer

RECEIVED
AUG 1 1977
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No work
25 MONDAY	Paving
26 TUESDAY	Paving
27 WEDNESDAY	Paving
28 THURSDAY	Paving
29 FRIDAY	Project clean-up, placing misc. topsoil & rock. Removed construction signs
SATURDAY 23	No work

REMARKS

Final Report

Project Complete.

Awaiting final inspection at earliest date.

SIGNED John Read
John Read
LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP·F216

FAUS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 304-1022

May 13, 1977

Salem, Oregon

FROM: Phillip O. Stearns Phil
REGION II FEDERAL AID ENGINEER

SUBJECT: 8th-15th (Astoria) Section
Niagara Ave.

TO: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

I discussed further exploration of the slide between 15th and 16th on Niagara with Bruce Clausen, Astoria P.W.D.

He is interested in pursuit of a solution and correction to the slide. He is willing to approve further exploration utilizing urban funds.

Obligation of additional urban funds cannot be made until October, 1977. Paperwork can be initiated earlier and funds committed. This was explained and Mr. Clausen was satisfied with the time frame.

Mr. Clausen expressed displeasure with the design of Niagara Ave. on behalf of the City and local citizens. The curb and sidewalk are too high on the south side.

cc C T Keasey
Don Harwell
Bill Fretwell

5-18-77 ✓

POS/dea

cc Larry Sales Please submit SFO for further consideration. It should indicate no work is to be performed under the order until Oct 1977 G Wimer

PROJECT MANAGEMENT

MAY 19 '77

REFER TO

FOR

Info	Investigate	R/D	Action	File	Letter	See me

NOTED
[illegible]NOR C. HOLMES

State Copy

U.S [illegible]PARTMENT OF TRANSPORTATION
FE[illegible]AL HIGHWAY ADMINISTRATION

ccOSHD (E S Hunter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Clatsop	DIVISION Oregon
DATE OF INSPECTION 3-18-77	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. M-4370(1)

IN COMPANY WITH
Gary Inloes, Res. Engr., Ron Chassie, Soils & Pavement Engr. FHWA Region Of.

LOCATION
8th St. to 15th St. Section of Niagara Ave. in Astoria

CONTRACTOR NAME AND ADDRESS
C. G. Gradvig, 670 N.W. Dale, Portland, Oregon 97229

AWARD DATE 1-10-77	CONTRACT AMOUNT 212,953	TIME ALLOWED 150 C.W.D.	TIME STARTED 3-1-77	WORK STARTED 1-17-77
QUALITY OF WORK Sat.	PROGRESS OF WORK Sat.	TIME ELAPSED 12	WORK COMPLETED 34	

RECEIVED
STATE HWY ENGR
APR 14 '77
REFER TO
Keasey
FO

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS

FAU 4370 (NIAGARA AVENUE)
8th ST.-15th ST (ASTORIA)
Grading and Paving

Scope of Inspection:

The inspection covered the initial review of the project - a review of the construction work accomplished to date, field records, contract administration and materials incorporated into the project.

Work Completed:

The contractor started work on January 17, 1977, and because of the unseasonably dry weather he was able to work throughout the winter months. He has completed the clearing items, placed all the sewer pipe and has approx. 35% of the curbs, walks and driveways.

Work in Progress:

The contractor was setting forms for the preparation of pouring curbs and sidewalks.

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

Findings and Recommendations:

This project is set up to construct roadway grading, plant mix base and asphalt concrete pavement. Also included are curbs, driveways, walks and install drainage systems. The contractor began work in January because of the unseasonably dry weather and has been able to continue during the winter months. The contract was set up to be completed before the elapse of 150 calendar work days. Time on this project was started on March 1, 1977. The contractor plans to have the project completed by May 30, 1977. He has sublet the paving items (amounting to 49.3%) to the Palmberg Paving Co. of Astoria. Materials will be furnished by Howard Johnson of Seaside.

The work performed to date by the contractor has been satisfactory. Traffic control and signing through the project are adequate.

The records show that the Equal Opportunity specifications are taken care of. The contracto has one minority as a laborer on the project. The payrolls have been submitted, checked and are satisfactory.

The engineering staff assigned to the project is adequate to handle the administration and inspection of the construction work. Additional staff may be needed for inspecting the paving operations later this spring. This will be analysed when the contractor is ready to perform the work.

The materials incorporated into the project; pipe, concrete and aggregate are all considered as acceptable and meet the required specifications. Cylinder breaks ashow the material to meet or exceed the strength requirements of the concrete. The grates furnished for the drainage did not meet the specs for bike travelers. They were all returned and new ones ordered.

One price agreement has been submitted covering sand backfill for the drainage pipes crossing the roadway for approximately $450.

No major problems have been experienced on the project and the work is progressing satisfactorily.

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67803-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Astoria
P. O. Box 300
Astoria, Oregon 97103

Attention of Mr. Bruce J. Clausen
Public Works Administrator

Request No. (assigned by staff engineer or head of section) cc-1683

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Construction $47,200.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of 8th St. 15th St. Section of Niagara St., FAU M-4370(1). Covered by agreement dated 7/28/75		35,200.00
		To be Retained		$12,000.00
		Acct. Ref. ASTORIA 001514-201		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $47,200.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 304-1022-295

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

FAUS

bc w/att: Phil Stearns - Upon receipt of city's check, notify Virgil Boyd
at 378-6563, attach [illegible] copy of the notification
of advance deposit No. AD-225 and submit to Finance
Branch

December 22, 1976

City of Astoria
City Hall
Astoria, OR 97103

Attn: Bruce J. Clausen
Public Works Director 325-5[illegible]

Gentlemen:

On December 16, 1976 a satisfactory bid was received from C. G. Gredvig, 670 N.W. Dale Ave., Portland 97229 for 8th Street-15th Street (Astoria) Section, FAU 4370. As per the agreement between State and City, the following advance deposit is required from the City prior to awarding of a contract:

Contract Amount	$212,953.00
Perm Pavement Striping	1,000.00
Stage Construction Striping	1,500.00
Temporary Erosion Control	2,500.00
Astoria Water and Sewer	2,500.00
Roadside Seeding and Mulching	500.00
4½% Contingencies	9,942.89
9% Engineering	19,885.77
Net Construction Authorization	$250,781.66
Preliminary Engineering	$25,788.07
Less Advance Deposit	- 800.00
Net Preliminary Engineering Costs	$24,988.07
TOTAL PROJECT COSTS	$275,769.73
Available Federal funds $\frac{200,345}{78\%}$ =	$256,852.56
Cities Advance Deposit	
100% of $275,769.73 - $256,852.56 =	$18,917.17
11% of $256,852.56 =	28,253.78
	$47,170.95

or say $47,200

Please make your check in the amount of $47,200.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, East State Highway Building, Salem, OR 97310.

Very truly yours,

Robert H. Prange
Local Projects Manager

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ OPE ☒ CE ☒ RE ☐ RPE ☐

FFH:dp

8457

18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 23, 1976

H. S. Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 16 Bid Letting

TO: FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened December 16 on the following projects.

1. Niagara Avenue, 8th St. to 15th St. in Astoria
   Clatsop County

   Grading and paving

   Five-foot wide pcc sidewalks will be provided.

2. W. Fremont Ramp and Connection on Statium Freeway and Columbia River Highway in Portland
   Multnomah County

   Grading and paving.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(a), which states, "Footpaths and trails are not required to be established. . . where the establishment of such paths and trails would be contrary to public safety". Bicycles are not permitted on this freeway.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

```
TOTAL TO DATE JOB COST SUMMARY                                            NOVEMBER 1976        PAGE  461

                                                                             FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                    303   1998     901      00 P 1                                   58.81
                                    303   1998     905      00 P 1                                   89.66
                                    303   1998     923      00 P 1       87.02          87.02        87.02
                                                   TOT      P1           87.02          87.02       235.49
                                                ** JOB TOTALS **         87.02 **       87.02 **    235.49  **

  ASTORIA SEC 230                CONT NO        FA PROJ NOS SRS 00S016 100                                  STATE
                                    304   1917     296      00 N 9                                  110.74CR
                                    304   1917     298      00 N 9                                  110.74
                                    304   1917     905      00 P 1                                  123.04
                                                   TOT      P1                                      123.04
                                                ** JOB TOTALS **               **              **   123.04  **

  ASTORIA FED AID RTS            CONT NO        FA PROJ NOS HWS HAS005 100                                  STATE
                                    304   1918     296      00 N 9                                  113.98CR
                                    304   1918     298      00 N 9                                  113.98
                                    304   1918     905      00 P 1                                  126.64
                                                   TOT      P1                                      126.64
                                                ** JOB TOTALS **               **              **   126.64  **

  8TH ST-15TH ST (ASTORIA)       CONT NO        FA PROJ NOS M   370001 100                                  STATE
                                    304   1921     296      00 N 9      454.07CR     7,[illegible].13CR   19,9[illegible]9.60CR
                                    304   1921     298      00 N 9      454.07       7,[illegible].13     19,9[illegible]9.60
                                    304   1921     901      00 P 1                      31.10        9,734.35
                                    304   1921     902      00 P 1                                        .01
                                    304   1921     905      00 P 1      493.48       5,441.60        7,669.33
                                    304   1921     909      00 P 1                                    159.61
                                    304   1921     910      00 P 1                     766.39        6,202.13
                                    304   1921     910      01 P 1                                     17.50
                                    304   1921     914      00 P 1                     440.57          440.57
                                    304   1921     916      00 P 1                      30.16           75.95
                                    304   1921     920      00 P 1       26.00          82.90           82.90
                                    304   1921     921      00 P 1      222.65       1,293.94        1,293.94
                                    304   1921     923      00 P 1                      83.04           83.04
                                    304   1921     930      00 P 1                                     33.74
                                                   TOT      P1          747.05       8,177.90       25,788.07
                                                ** JOB TOTALS **        747.05 **    8,177.90 **    25,788.07  **

  COLUMBIA AVE (SCAPPOOSE)       CONT NO        FA PROJ NOS SRS 00S061 100                                  STATE
                                    305   1913     901      00 P 1                                  838.26
                                    305   1913     905      00 P 1                                   49.88
                                    305   1913     907      00 P 1                                   25.88
                                    305   1913     914      00 P 1                       1.80        11.37
                                    305   1913     916      00 P 1                                    4.13
                                                   TOT      P1                           1.80       929.52
                                                ** JOB TOTALS **               **        1.80 **    929.52  **
```

7L-11

8457 11-16-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-4370(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-38

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 30 '76
REFER TO Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	FAU 4370
9-1-76	11-16-76	STATE ROUTE NUMBER	City street

GENERAL LOCATION:

"8th St. - 15th St. (Astoria) Section"

GENERAL DESCRIPTION OF WORK:

NOTED
F. S. HUNTER

Grading and paving.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 11-10-76 letter, revised PS&E documents have been reviewed and are approved. A copy of the revised Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-16-76	G.K. Hossner Jr	Division Administator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-655

8457

Astoria

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 22, 1976

FROM: W H Sample for
Duane O. Christensen
Final Design Engineer

SUBJECT: 8th St.-15th St. (Astoria)
FAUS - 2431
Clatsop County

TO: MEMO TO THE FILES

The subject project was discussed by telephone with Mr. Wimer and Mr. Inloes on Friday, October 22, 1976, in relation to a request for an alingment change of Niagara Avenue by the Astoria Garden Center.

Mr. Fredrickson and Mr. Wimer have discussed the alignment revision with City of Astoria Officials who are in agreement with the Madsen's that a line shift can be made that will require delaying the project to the December 16, 1976, letting.

Region will furnish us the required field data by Monday, October 25th so that revisions can be made. The project will be moved to the December 16, 1976, letting.

DOC:az
cc: E. S. Hunter
L. W. Rulien
C. O. Fredrickson
W. E. Cole
C. G. Swenson
Gerald Inloes

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
OCT 25 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

8457

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

October 15, 1976

Astoria Garden Center
1369 Niagara Avenue
Astoria, OR 97103

Attention: Jorgen and Berit Madsen, Owners

Gentlemen:

We appreciate receiving a copy of your October 9, 1976 letter to the Astoria City Council expressing your concerns relative to the Niagara Avenue Federal Aid Urban System project.

Copies of your letter are being sent to our Region Engineer and Design Engineer for their review and consideration in development of the project.

Very truly yours,

ORIGINAL SIGNED BY GEORGE HOPKINS

George N. Hopkins
Program Development Engineer

GZ:mm

cc: H. S. Coulter, w/att.
C. O. Fredrickson, w/att.
~~J. H.~~ Versteeg, "
Gareld Inloes, "

1 Versteeg
2 Olson
Christensen DOC
Scott
Swenson
Savage
Trout

RECEIVED
OCT 18 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Received Stamp
Do not File
Return To
Bring up / /
Other

See memo to File
10-22-76
DOC

ASTORIA GARDEN CENTER
1369 Niagara Avenue
ASTORIA, OREGON 97103
PHONE 325 5520

PROJECT
OCT 14 '76
REFER TO
Info | Investigate | R/D | Act | File

RECEIVED
DOT OPERATIONS
OCT 12 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

October 9, 1976

Astoria City Council
City Hall
1095 Duane Street
Astoria, OR 97103

Gentlemen:

We wish to express our thanks and appreciation to Mayor Chopping, Council Member Dick Stemper, City Manager Dale Curry, and City Engineer Bruce Clausen for coming at our invitation to familiarize themselves with the recently surveyed expansion of Niagara Avenue--in particular the section between 13th and 14th Streets in front of the Astoria Garden Center.

We realize now that a big share of what we thought was our property is actually over on the city right of way. Moving our fence back to the line will mean that the biggest share of our shrub yard is no longer there, and it is our hope that a compromise will be considered, even at the loss of space on our behalf of moving back the fence. However, we believe that with good faith there is plenty of room for compromise--and in the following, we will suggest alternatives.

Our strongest objection to the proposed road expansion is the proposed "S" curve as surveyed. We feel the proposal, as explained to us by the State Highway Engineer, will create more of a traffic hazard than already exists. Common sense would seem to dictate the straightening out of an "S" curve rather than deepening the curve.

The real problem which seems to stand in the way of a sensible solution to the widening and improvement of Niagara is the fact that Federal money support would be withdrawn in the event that right of way has to be acquired. After talking to the several gentlemen who have been kind enough to take the time to come and look at the project as surveyed, it has been our impression that here is a situation of a project to be OK'ed, whether it makes sense or not. One comment made to us was, "If the job does not get done now, it might take another three years before the job can get done." Surely receipt of Federal monies cannot take precedence over making the street as safe as possible!

For the sake of traffic and foot safety, we beg the council to reconsider before the green light is given for the project. As owners of the Astoria Garden Center who are trying to make a decent living from our business, we strongly feel that if the proposed "S" curve is permitted to be built, it will have a detrimental impact on our business. It may even force us out of business eventually. We believe, little by little, we are creating an asset to the City of Astoria. We are trying to serve the City to the best of our ability.

To substantiate our objection to the proposed road project, we offer the following alternatives:

1) Leave out the parking lane and sidewalk opposite our store, and the full length of Niagara between 13th and 14th Streets. This will straighten the existing curve and open the view coming from 14th toward 13th Street.

2) Move toward the center of the road the proposed curb line on our side of the street to compensate for the 6' sidewalk, leaving approximately 12' of parking and loading lane on our side next to the curb.

The above suggested alternatives can improve the existing road and safety 100% and can be done without acquiring property on the roadside opposite the Garden Center. It would seem that since all the dwellings between Miller Lane and Niagara Avenue face toward Miller Lane, there is little need to suddenly build a 6' sidewalk and a 10' parking lane at the rear of these dwellings. It is a simple waste of effort and tax money.

It has also been brought to our attention that the project might not be started until spring--the months of March, April, May and June. During those four months we do 60% of our year's business. If access to our store is hampered at that time, we might as well pack up and quit.

We are not trying to be unreasonable. We realize that our existence at the Garden Center depends solely upon your consideration and decisions, but even if the Garden Center were not there, the proposed "S" curve makes little sense in terms of safety when other alternatives are at hand.

We request an opportunity to appear before the council as soon as possible to discuss these concerns and alternatives. Please let us hear from you at your earliest convenience regarding the date and time.

Thank you for your attention.

Sincerely,

Jorgen and Berit Madsen, Owners
ASTORIA GARDEN CENTER

Jorgen Madsen
Berit Madsen

JM:BM:mks

cc: Dale Curry, City Manager
Bruce Clausen, City Engineer
Roy Hammond, Chamber of Commerce
Gareld Inloes, State Highway Engineer
F. B. Klaboe, Administrator & State Highway Engineer

RECEIVED
ST. HWY ENGR
OCT 12 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

10-4-76 FAUS

~~STATE ENGINEERING & HWYS~~
BEN GIFFORD

Section 8th St -15th St (Astoria) Section

Programming Estimate $237,000

Highway FAU 4310 (Niagara Ave) 10-4-76

Project Length [illegible] mile

County Clatsop

Completion Time 150 cal. [illegible] (July 31 1977)

Kind of Work Grading & Paving

Prefix [illegible] V

FA Project No. M-4310 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 203,900 ~~[illegible]~~

Anticipated Additional Items:

Royalty Payment . . . .
Building Permit Fees . . . .
Slide Correction . . . .
Railroad Protective Costs. . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . .
Stage Construction Striping. . . . .
Temporary Erosion Control. . . . .
Install Truck Scale Mechanism. . . . .
Truck Scale House . . . .
Install Temporary Traffic Signals. . . . . . .
Install Water Meter. . . . .
Furnish Water. . . . .
Laboratory Fees. . . . .
Furnish Mail Box Posts . . . .
Pipe Bedding Materials . . . .
On the Job Trainees. . . . .
State Responsibility for Damages . . . .
Signal Controller Testing . . . .
Bikeway Signs . . . .
Adjust Utilities . . . .
City of Astoria [illegible]
Misc. Permit Fees
Bike [illegible] Signing & Striping

$ 8,000

$ 211,900 50

Contingencies (4-1/2%) . . . . 9,535 25 ~~[illegible] 00~~

Engineering (9 %) . . . . 19,071 00 ~~18,978~~

SUBTOTAL $

Credit for ______________ . . . .

Estimated Net Authorization, Construction . . . . $ ~~[illegible]~~

240,506 50

NOTED
D. O. Christensen

(1)

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

Rev N 4-16
PFG

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2

Date 8-13-76

Section 8th St. -15th St. (Astoria)

County Clatsop

Kind Of Work Grading and Paving

Length 0.42 mi

Name Galloway

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
					8-23-76 88	
1	Mobilization (6%)		Lump Sum	All		11,500 ~~11,400~~
2	Temporary Protection and Direction Of Traffic		Lump Sum	All		1500
3	Temporary Signs		Sq. Ft.	180	6.–	1080
4	Temporary Barricades		Each	8	100.–	800
5	Flagmen (Labor Zone "A")		Hour	160	15.50	2480
	ROADWORK					
6	Clearing And Grubbing		Lump Sum	All	—	1,000–
7	Removal Of Structures And Obstructions		Lump Sum	All		4,000–
8	Embankment In Place		Cu. Yd.	1400	5.00	7,000
9	Trench Excavation		Cu. Yd.	715	10.00	7,150
10	Finishing Roadbed And Slopes		Lump Sum	All	—	1500–
~~11~~	~~Bituminous Base Mixture~~		~~Ton~~	~~3250~~	~~15.00~~	~~48,750~~
~~12~~	~~Asphalt In Bituminous Base Mixture~~		~~Ton~~	~~700~~	~~90.00~~	~~[illegible]~~
1	Aggregate Base		Ton	250	7.00	1750
2	"Class "C" Asphalt Concrete Mixture		Ton	4580 ~~1300~~	15.00	68,700 ~~19,500~~
3	Asphalt Cement In Mixture		Ton	300 ~~85~~	90.00	27,000 ~~7650~~
4	Asphalt In Tack Coat		Ton	2	150.00	300
5	8-inch Sewer Pipe		Lin. Ft.	500	6.00	3,000
6	12-inch Sewer Pipe		Lin. Ft.	1450	9.00	13,050
7	Extra For Pipe Under Pavement		Lin. Ft.	355	10.00	3,550
18	Concrete Manholes		Each	2	750.00	1500
19	Concrete Inlets, Type CS		Each	18	450.00	8100
20	Concrete Inlets, Type D		Each	1	475.00	475–

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2

Date

Section 6th St. - 15th St. (Astoria)

County

Kind Of Work Grading And Paving

Length

Name

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
3	6-Inch Drain Pipe		Lin. Ft.	270	5^{50}	1485
4	Special Filter Material In Drains		Cu. Yd.	40	15^{00}	600
5	Curbs, Walks And Driveways		Cu. Yd.	350	95^{00}	33,250
6	Extra For Asphalt Approaches		Each	14	125^{00}	1,750
7	Extra For Asphalt Walks		Sq. Yd.	70	4^{00}	280
8	Adjusting Manholes		Each	3	150^{00}	450
9	Adjusting Inlets		Each	4	125^{00}	500
0	Capping Inlets		Each	1	150^{00}	150
				Total	~~2[illegible],650~~	
					203,900	

8TH ST.-15TH ST. (ASTORIA) SECTION

FAU 4370 (NIAGARA AVE.)

CLATSOP COUNTY

FAP No. M-4370(1)
0.42 Mile Grading and Paving

Bids Received September 23, 1976

1.	Mobilization	Lump Sum	All	Lump Sum		$ 11,400.00	20,000-
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		1,500.00	5,000-
3.	Temporary Signs	Sq.Ft.	180	6.00	6-	1,080.00	1,080-
4.	Temporary Barricades	Each	8	100.00	80-	800.00	640-
5.	Flagmen	Hour	160	15.50	16-	2,480.00	2,560-
	ROADWORK						
6.	Clearing and Grubbing	Lump Sum	All	Lump Sum		1,000.00	15,000-
7.	Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		4,000.00	5,000-
8.	Embankment in Place	Cu.Yd.	1,400	5.00	8-	7,000.00	11,200-
9.	Trench Excavation	Cu.Yd.	715	10.00	10-	7,150.00	7,150-
10.	Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum		1,500.00	1,000-
11.	Bituminous Base Mixture	Ton	3,250	15.00	16-	48,750.00	52,000-
12.	Asphalt in Bituminous Base Mixture	Ton	180	90.00	70-	16,200.00	12,600-
13.	Aggregate Base	Ton	250	7.00	10-	1,750.00	2,500-
14.	Class "C" Asphalt Concrete Mixture	Ton	1,330	15.00	17-	19,950.00	22,610-
15.	Asphalt Cement in Mixture	Ton	85	90.00	70-	7,650.00	5,950-
16.	Asphalt in Tack Coat	Ton	2	150.00	180-	300.00	360-
17.	8-inch Sewer Pipe	Lin.Ft.	500	6.00	8-	3,000.00	4000-
18.	12-inch Sewer Pipe	Lin.Ft.	1,450	9.00	12-	13,050.00	17,400-
19.	Extra for Pipe Under Pavement	Lin.Ft.	355	10.00	15-	3,550.00	5,325-
20.	Concrete Manholes	Each	2	750.00	800-	1,500.00	1600-
21.	Concrete Inlets, Type CS	Each	18	450.00	300-	8,100.00	5,400-
22.	Concrete Inlets, Type D	Each	1	475.00	300-	475.00	300-
23.	6-inch Drain Pipe	Lin.Ft.	270	5.50	6-	1,485.00	1620-
24.	Special Filter Material in Drains	Cu.Yd.	40	15.00	10-	600.00	400-
25.	Curbs, Walks and Driveways	Cu.Yd.	350	95.00	80-	33,250.00	28,000-
26.	Extra for Asphalt Approaches	Each	14	125.00	200-	1,750.00	2800-
27.	Extra for Asphalt Walks	Sq.Yd.	70	4.00	10-	280.00	700-
28.	Adjusting Manholes	Each	3	150.00	100-	450.00	300-
29.	Adjusting Inlets	Each	4	125.00	100-	500.00	400-
30.	Capping Inlets	Each	1	150.00	100-	150.00	100-
				For Comparison of Bids		$200,650.00	232,995-

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$200,650.00	232,995.00
Anticipated Additional Items:			
Permanent Pavement Striping	$1,000.00		
Stage Construction Striping	1,500.00		
Temporary Erosion Control	2,500.00		
Adjust Utilities:			
City of Astoria Water & Sewer	2,500.00		
Roadside Seeding and Mulching	500.00		
		8,000.00	8,000.00
		$208,650.00	240,995.00
Contingencies (4-1/2%)		9,389.25	10,844.78
Engineering (9%)		18,778.50	21,689.55
Estimated Net Authorization, Construction		$236,817.75	273,529.33

Fed [illegible]
PE [illegible]
[illegible]

Feds - [illegible]
State - [illegible]
207,239

Cost to City $273,529.33 less 207,239 = $66,290.33

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                              TOT
                            ** JOB TOTALS **                 **                 **          126.64

TH ST-15TH ST (ASTORIA)      CONT NO         FA PROJ NOS M    370001 100
                               304   1921     296      00 N 9 Transit      1,580.77CR          2,556.76CR          15,458.23CR
                               304   1921     298      00 N 9 Trans. Fed.  1,580.77            2,556.76            15,458.23
                               304   1921     901      00 P 1 Res. Eng                                              9,703.25
                               304   1921     902      00 P 1 Citizens                                                   .01
                               304   1921     905      00 P 1 Final Design 3,186.02            4,824.72             7,052.25
                               304   1921     909      00 P 1 R/W                                                     159.61
                               304   1921     910      00 P 1 Soils           58.40              455.31             5,891.05
                               304   1921     910      01 P 1 "                                                        17.50
                               304   1921     914      00 P 1 Utility        100.94              100.94               100.94
                               304   1921     916      00 P 1 photogram       15.10               38.16                75.95
                               304   1921     921      00 P 1 Specs          467.20              467.20               467.20
                               304   1921     950      00 P 1 Train Course                                             28.74
                                              TOT         P1               3,827.66            5,886.33            23,496.50
                                           ** JOB TOTALS **                3,827.66   **       5,886.33   **       23,496.50

COLUMBIA AVE (SCAPPOOSE)     CONT NO         FA PROJ NOS SRS 005061 100
                               305   1913     901      00 P 1                                                         838.26
                               305   1913     905      00 P 1                                                          49.83
                               305   1913     907      00 P 1                                                          25.93
                               305   1913     914      00 P 1                                                           9.57
                               305   1913     916      00 P 1                                                           4.13
                                              TOT         P1                                                          927.72
                                           ** JOB TOTALS **                           **                  **          927.72

L TO DATE JOB COST SUMMARY                                                       AUGUST 1976          PAGE  426

                                                                                   FISCAL             GRAND TOTAL
CRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR   CURRENT MONTH    YEAR TO DATE           TO DATE

N 17TH ST (ST HELENS)        CONT NO         FA PROJ NOS SRS 005059 100
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8457 7 16 15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-4370(1)

STATE PROJECT NO. 8th St.-15th St.

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-38

COUNTY NAME Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 23 '76
REFER TO Rulien
FOR
Info Inves R/D D/R Sign Act File ✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
9-1-76	9-1-76	FAU 4370 City street

GENERAL LOCATION:

City of Astoria (Niagara St)

GENERAL DESCRIPTION OF WORK:

Grading and paving.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)

Permanent pavement striping	(S.F.)	$1,000
Stage Construction striping	(S.F.)	1,500
Temporary erosion control		2,500

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

My program approval memorandum of 6-2-75 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Rulien's 8-30-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $226,215 - Federal funds $176,877.

A signed copy of the Title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-20-76		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-031-995

84.57

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 13, 1976

FILE:

FROM: for H.S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 23 Bid Letting

TO: FILES

This is an informational report to document the Highway Division's action toward establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366. Bids will be taken September 23 on the following projects:

1. 8th Street-15th Street (Astoria) Section
   FAU 4370 (Niagara Avenue), Clatsop County

   Grading and Paving

   Five-foot PCC sidewalks to be provided.

2. Glen Baker Road-Lava Butte Section
   The Dalles-California Highway, Deschutes County

   Pavement overlay

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Existing minimum 2-foot shoulders throughout (varying to 8 feet.

3. NW Garden Valley Boulevard at Stewart Parkway Section
   Douglas County

   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Gold Fish Farm Road-Lebanon Section
Santiam Highway, Linn County

Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Minimum 4-foot shoulders throughout.

5. Lebanon Road Intchge-Halsey Intchge Section
Pacific Highway (I-5), Linn County

Roadside Improvement.

Same as No. 3.

6. Deadmans Pass Safety Rest Area Section
Old Oregon Trail Highway (I-80N), Umatilla County

Water Supply System Improvement

Same as No. 3.

7. Rainbow Lane and Patricia Avenue Section
Washington County

Grading and Base. Oil Mat by Others

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Two 11-foot lanes, no shoulders provided.

LD:jp

cc Robert Burco
E.S. Hunter
R.L. Schroeder
D.G. Talbot
L.E. George
F.F. Terpin
George Bell
D.N. Harwell

304-1921

F.AUS

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1976

Bruce J. Clausen
PUBLIC WORKS DIRECTOR
City Hall
Astoria, Oregon 97103

Dear Mr. Clausen:

This is to advise you the 8th Street-15th Street Section of Niagara Avenue will be funded at the 78% Federal Aid, 11% State, and 11% local matching ratio pursuant to City's request as expressed in your letter of August 27, 1976.

Very truly yours,

Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

cc: L. W. Rulien

Prog C
confirm as FA. unit.
#
[illegible]

RECEIVED
COUNTY & CITY SECTION
SEP - 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

PROJECT MANAGEMENT
SEP -8 '76
REFER TO Gen-Bog / R
FOR
Info	Investigate	R/D	Action	File	Letter	See me

FAUS
Astoria

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 304-1921

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 31, 1976

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: 8th St. - 15th St. (Astoria)
Section - Niagara Ave.
FAU 4370
Astoria Urban Area

TO: George Hopkins
LOCAL GOVERNMENT PROGRAMS ENGINEER

Attached is a letter from the City of Astoria expressing the desire to proceed with subject project, funded under the 78% - 11% - 11% ratio.

POS/elf

Attach.

RECEIVED
COUNTY & CITY SECTION
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☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
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PROJECT MANAGEMENT
SEP - 1 '76
REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			✓			

CITY OF ASTORIA OREGON
FOUNDED 1811

OFFICE OF THE PUBLIC WORKS
DIRECTOR/CITY ENGINEER
1095 Duane Street
325-5821

August 27, 1976

Phil Stearns
Region 2
Oregon State Highway Department
Department of Transportation
East State Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

We wish to acknowledge your telephone calls of August 26, with a subject of improvement of Niagara Avenue between 8th and 15th Streets.

By phoning the City Council on the telephone, the City Manager has obtained approval to go ahead with this project. This is done on the basis that the estimated cost of the project, including engineering, is $257,000. Of this amount, we would expect to contribute 11% or $28,270, the state a like amount, and the federal government, from Federal Aid Urban funds, 78% or $200,460. We understand that it is necessary for us to proceed on the 11%-11%-78% basis rather than the 7%-7%-86% basis because there is inadequate FAU matching money presently available to fund the 86% share of the project.

Will you please proceed with the project. If you have questions or need additional information, please let us know.

Yours truly,

THE CITY OF ASTORIA

B J Clausen

Bruce J. Clausen
Public Works Director/
City Engineer

BJC:dlb
cc: Dale F. Curry, City Manager

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COUNTY & CITY SECTION
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☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ BE
☑ [illegible] ☑ CS ☑ BE ☐ RPE ☐

8437

Astoria

Salem, Oregon
August 27, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

C. O. Fredrickson
Region 2 Engineer

8th Avenue-15th Avenue Section
FAU 4370
Astoria City Street
Clatsop County

I reviewed the traffic control and stage construction plans on this city street project with our designers. The stage construction will slow contract operations and will add to the construction costs. The City of Astoria has asked that this arterial street be kept open to through traffic. They feel the additional cost of handling traffic is justified.

JHV:jh

Versteeg
Olson
1 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
AUG 30 1976
ROAD
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304-1921

REGIONAL ENGINEER
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OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-4370(1)
Project Name 8th St. - 15th St.
Niagara Ave., FAU 4370

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Astoria, Oregon, this 24th day of June, 1976

City of Astoria

Robert Chopping
Robert Chopping Mayor

Ronald D. Caton
Ronald Caton ~~City Recorder~~
Finance Director

7-9-76
COPIES TO: J.R. OAKES
D.E. SWAN
C.T. KEASEY
J. CHIDSEY

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

3457

Astoria

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 15, 1976

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: Ed Hardt
Regional Engineer

REGION I

Attn: Ken Rolfe

SUBJECT: File 48969
8th St.-16th St. (Astoria) Sec.
Niagara Ave.
Clatsop County

The Design Section has authorized us to cancel this file because the plan was revised to eliminate R/W taking per City Engineer.

File No.	Name	Area
48969	Rolf Klep	350 sq. ft.

AE
nn

cc: J. H. Versteeg Attn: Floyd Scott
Title
Appraisal
Frank Lowe
A. Riveness

1 Versteeg ✓
Olson
Christensen
2 Scott S
Swenson
Savage
Trout

RECEIVED
JUN 15 1976
ROAD DESIGN SECTION

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6-10-76

8457 Astoria

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE June 9, 1976

TO Hal Versteeg
Road Design Engineer

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 48969 - Klep
8th Street - 16th Street (Astoria) Sec.
Niagara Avenue
Clatsop County

We have been informed that the present design eliminates the need for the above file.

We would appreciate your confirmation of this.

JRO:ha
cc Rod Henry
James E. Chaney
Frank Lowe

1 Versteeg ✓
Olson
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3 Scott

Swenson
Savage
Trout

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BY FINAL DESIGN ENGINEER

Oates notified cancellation has been done. 6-10-76

No R/W required on this project.
W.E.C. 6/9/76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 31, 1976

FROM: Adele L. Egan
R/W Office Manager

TO: Rod Henry
R/W Supervisor

SUBJECT: File 48969
8th St.-16th St. (Astoria) Section
Niagara Avenue
Clatsop County

Attached you will find one original option form in sextuplet covering a slope easement to be acquired for the City of Astoria in connection with the 8th Street-16th Street (Astoria) Section of Niagara Avenue in Clatsop County.

Access is not controlled.

Do not appraise or negotiate until notified by John Oakes.

Please send cost estimates for programming purposes to John Oakes.

Please submit a relocation plan to the relocation supervisor.

Please change the option to indicate the easement is to the City.

If you want a slope easement form after the title report comes in, be sure to let us know.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of March 22, 1976.

We are attaching three prints covering this area and bearing our date of March 22, 1976.

File No.	Name	Area
48969	Klep, Rolf et al	350 sq ft

AE/bma
Enc. (11)

cc: C. O. Fredrickson
Milner Mead
Frank Lowe
Title
Fred Jeter
Armand Riveness
✓ County/City

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☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ OPE ☒ CE ☐ RE ☐ UPE ☐

8457

Salem, Oregon
March 22, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
Building

48969 - Klep (Harvey - C.P.)
8th St. - 16th St. (Astoria) Section
Niagara Avenue
Clatsop County

Attached is a description, an authorization and R/W prints covering a slope easement for the subject FAUS project, which is scheduled for July 29, 1976.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Jans

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: 8th St.-15th St.

Niagara Ave., FAU 4370

Project Federal Aid Number: M-4370(1)

Applicant: City of Astoria

Contact: Mr. Bruce J. Clausen

Federal Aid Funds: FAS____ FAUS X Other____

Date Project Approved by Trans. Comm.: 4-29-75

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Field survey reveals that slope easements may be required

Gary E. Zehner
Gary E. Zehner, Urban Program Engineer
County-City Unit

March 12, 1976
Date

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

cc: Right-of-Way Engineer
Region 2 Engineer
Region 2 Federal Aid Engineer
Region 2 Right-of-Way Supervisor
FHWA Right-of-Way Officer

assign. ESH 633

March 2, 1976

Mr. Bruce J. Clausen
Public Works Director
City Hall
Astoria, OR 97103

Dear Mr. Clausen:

633-H!

We are in agreement with the position taken by the Astoria City Council of not initiating another Federal Aid Urban System project until the pending improvement of Niagara Avenue is completed. Our latest estimate indicates that nearly all of your FAUS funds will be obligated on the Niagara Avenue project.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

RU:dp

bc: L. W. Rulien
C. O. Fredrickson

NOTED
MARIE STEPHENS

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF ASTORIA OREGON
FOUNDED · 1811

OFFICE OF THE PUBLIC WORKS
DIRECTOR/CITY ENGINEER
1095 Duane Street
325-5821

February 24, 1976

Attn: E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Reference is made to your January 23rd letter to all urban cities over 5,000 population. You included with your report a status of the total Federal Aid Urban Systems funds allocated to the City of Astoria. The status urban system funds sheet shows an uncommitted balance of $60,000. It also shows an estimated cost of the Niagara Avenue improvement from 8th to 16th Streets of $93,600.

You urged us to commit the unassigned funds to another project. This was discussed by the City Council at their regular meeting of February 16th. It was their concurrence with the city staff recommendation that we not initiate another project until the improvement of Niagara from 8th to 15th Streets is completed and we have an estimate from the Highway Division for the improvement of Niagara from 15th to 16th Streets. If you have questions or need additional information, please let us know.

Yours truly,

THE CITY OF ASTORIA

Bruce J. Clausen
Public Works Director/
City Engineer

BJC:ki
cc: Dale F. Curry, City Manager

E/D

$ 16,000 8th x 19
$ 133,000 Fed + P.F. work

RECEIVED
STATE HWY ENGR
FEB 26 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

FEB 27 '76
FOR

Investigate	Action	File	Letter	See me

STATUS URBAN SYSTEM FUNDS

The status of Urban System funds as of the date below is shown in the following tabulation. Federal funds are the governing factor in this status, and the actual allocation of federal funds to each Urban Area is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating purposes, federal funds are assumed to represent approximately 78% of total costs, and total Urban System funds (include federal funds 78%, state funds 11%, and local funds 11%) are arrived at by dividing the available federal funds by 78% and rounding to even thousands.

ALLOCATION OF FEDERAL FUNDS:

Fiscal Year	
1972	$ --
1973	--
1974	45,860
1975	46,912
1976	47,905
1977	
1978	
1979	
1980	
TOTAL	$140,677

Federal Funds Committed for Projects by Transportation Commission to Date:

	SECTION	FEDERAL FUNDS	
		FINAL	ESTIMATED
M-4370	8th St.-16th St., Niagara Ave.		$93,600

FEDERAL FUNDS		
ALLOCATED	COMMITTED	UNCOMMITTED BALANCE
$140,677	-$93,600 =	$47,077

		TOTAL FUNDS
		UNCOMMITTED BALANCE
$47,077	÷ 0.78 =	$60,000

Urban Area Astoria

Date January 1976

faus

REVISED LOCATION NARRATIVE
EIGHTH ST. - FIFTEENTH ST. (ASTORIA)
NIAGARA AVE., FAUS 4370
CLATSOP COUNTY
MARCH 1, 1976

HISTORY:

The FAUS application, commission approval, and Authority for Survey were dated January through June, 1975. A second authority was submitted and approved December, 1975. During early location development, changes from FAU application criterea were required, and the changes were amended to the application by a November 21, 1975 memo. (Appendix A)

TYPICAL SECTION

Roadway:
Sta "L" 10+00 to 22+00-
2-12 ft. travel lanes with 10 foot shoulders.

Sta "L" 22+00 to 24+00 -
2-12 foot travel lanes, shoulders taper from 10 ft. to 8 ft.

Sta "L" 24+00 to 31+98.81 -
2-12 foot travel lanes with 8 foot shoulders

Walks to be constructed are:
5 foot Conc. walk from "L" 12+70 to 31+98 Lt.

5 foot Conc. walk from "L" 15+20 to 24+50 Rt.

5 foot $\frac{3}{4}$-0 Aggregate walk from "L" 24+50 to 25+50 Rt.

Variable width A.C. walk from "L" 25+50 to 26+70 Rt., with $1\frac{1}{2}$" curb exposure.

The project requires 1,200 lineal feet of Modified F curb and 2,910 lineal feet of Type C curb. The Modified F curbing is necessary to raise the height of existing curbing to city standards. Computations showed it was less expensive than removing the existing curb and disturbing the foundation. This method will also create less disturbance to adjacent property owners and the motorist during construction. Ray Ala, Assistant City Engineer, approved the use of Modified F curbing on February 3, 1976. (Appendix B)

Wheel chair ramps will be constructed at all walk termini; side slopes will be a maximum of 4:1 and match into existing terrain.

Side slopes will be 1:1 for stone embankment.

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☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
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BASE AND SURFACING DESIGN:

New Work:
2" Class C (Future) A.C. Wearing Surface
2" Class C A.C. Wearing Surface
6" Plant Mix Bituminous Base
6" Lime-treated Subgrade

Over existing Pavement:
2" A.C. Wearing Surface
2" Plant Mix Bituminous Base
(Appendix C)

HORIZONTAL AND VERTICAL ALIGNMENT:

These controls are based on figures provided by the City of Astoria's Engineering Department. (Maps)

The "L" Line is 10 feet right of R/W centerline for purposes of matching existing curbing. The project has two simple curves, a 10°, 140 foot curve right and a 16°, 124.38 foot curve left. It is suggested that from sta 23+50 to 27+00, parking be eliminated. The centerline would be shifted 4 feet left, leaving a 4 foot shoulder on the left and a 12 foot shoulder on the right. This work is suggested because of the restricted width and nature of the business in the area.

MATERIALS:

This project will require approximately 360 cubic yards of borrow. This is in addition to what excavation is available from the jobsite.

Due to the steep side slopes on the right side, 25 cubic yards of stone embankment material will be required from sta "L" 29+00 to 31+00.

The area under paved shoulders and type "C" curbs will be lime treated for foundation stabilization.

No borrow sources are designated because all material is available in the local area.

RIGHT-OF-WAY:

No additional right-of-way is required. A short slope easement, on the right side, is required at sta "L" 23+50 ±.

STRUCTURES:

None.

DRAINAGE:

Preliminary location studies showed no drainage sta. 16 to 18, and springs were evident between stations 13 and 18 on the left side. To handle this water and run-off from additional pavement width, a 12" storm sewer, 6" perf. and 3 man-holes have been planned for in this area. This system presently will dump into an existing sanitary sewer at sta. 12+50. It is intended that this system

DRAINAGE, cont.: will be adequate to tie into a possible future storm sewer. A possible problem area is at Sta "L" 29+40 ±, where storm sewer water is emptied directly onto city property. This water is from catch basins located at Sta "L" 28+85 Left and 29+30 Right.

No hydraulics study of project has been made.

UTILITIES: The City of Astoria will relocate or coordinate all utility adjustments except surface adjustments of Inlets, Man-holes and valves which will be bid items. Water meters will be adjusted by the City of Astoria.

ANTICIPATED ITEMS: None.

The FAUS application states that the city will do all permanent striping and signing.

SPECIAL PROVISIONS: 203.82 Embankment in Place. All measurement and pay quantities under this section will be in accordance wuth standard specifications and will include excavation in required areas.
An additional 360 cubic yards of borrow material, along with approximately 260 cubic yards of jobsite excavation, is needed to meet embankment requirements.

301 Blade or hand patching will be permitted to fill local irregularities in existing pavement and excessive differences between curb grade and existing pavement. The final two lifts of Asphalt Concrete will be placed by a paving machine.

603 Culvert sizes are non-standard OSHD.
To conform with present city drainage system.
Pipe bedding to be select backfill.

604 Inlet (catch basin) frames and grates will be equal in size and specification to Salem Iron Works: Frame #A2495 (19" x 27"). Grate #3306 (16$\frac{1}{2}$" x 24$\frac{1}{2}$"); Substitutions will meet the approval of the City of Astoria.

608 Sidewalks and Driveways. The following work will be considered incidental to sidewalk construction:

1. Excavations and removal of existing sidewalks and driveways.
2. Connections to existing service sidewalks. Differential grade connections will be constructed with one vertical step or by a ramp, as directed by the engineer.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 304-1921

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 21, 1975

FROM: James E. Chaney
REGION LOCATING ENGINEER

SUBJECT: 8th St. - 15th St. (Astoria)
Niagara Ave. FAU 4370
Clatsop County

TO: FILE

At 1:00 P.M. on November 20, 1975, Paul Riedl, FHWA, Phil Stearns and I met with Mr. Bruce Clausen, City of Astoria Engineer, and his assistant, Mr. Ray Ala, to discuss the proposed design features of the City's plan.

The plan that the City has developed would require slope easements or possibly right-of-way purchases.

Mr. Clausen agreed to steepen the embankment slopes between 8th Street and 12th Street. The typical section will be changed to taper from a total roadway width of 44 feet at 12th Street to 40 feet at about 13th Street. The typical section will be changed from 44 feet to 40 feet between 13th Street and 15th Street. The sidewalk will be constructed on the north side between 13th Street and 15th Street instead of the south side. The project will not include Niagara Ave. between 15th Street and 16th Street. The City will make an application for funds to stabilize the slide and rebuild the street between 15th and 16th Streets.

When we have completed the preliminary design between 8th Street and 15th Street, Mr. Clausen would like to review our plan. He then will need copies of our plan and the City's plan showing slope encroachment upon private property so that an explanation can be made to the Council. This preliminary review will not bring surprises whin the City is asked to approve the construction plans. The City wishes to utilize their inlet and grate design.

Phil Stearns asked if the City had contacted all the property owners within the project limits to advise of the proposed improvement. Mr. Clausen said that some of the property owners had been advised, but not all. There was a news release that advised that the survey was being undertaken (this was probably the news release that I sent to the Daily Astorian). Phil Stearns said that all citizens residing within the project limits should be advised as to the proposed improvement. Mr. Clausen was advised that if he needed assistance on how public contact can be made and an interested parties list made, Dave Haug can furnish information.

cc: Phil Stearns
Dave Haug

Appendix A

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 304-1921

Astoria, Oregon

February 9, 1976

FROM: Gareld Inloes
Resident Engineer

SUBJECT: 8th.-15th. St. (Astoria)
Niagara Ave. FAU 4370
Clatsop County

TO: File

February 3,1976 at 2:00 P.M. a meeting was held at my office to discuss several idems relative to subject project with Mr. Ray Ala, Asst. City Engineer of Astoria. The others present were Chet Jenks, and George Baker of my staff. The following are the findings of this meeting:

ITEM.

1. 13th St. on RT.-No curb radius, curb will be extended thru 13th. St. with only a driveway opening. The possible encroachment of sidewalk and slope will be handled by the city. Will ask for easement from Mr. Harvey, property owner. Due to a possible safety hazard we agreed to extend the right hand sidewalk to STA. 24+50.

2. Extension of existing curbs was dicussed and he concurred with our plan of a modified type F curb in that area.

3. We agreed to look into possibly filling behind open curbs and sidewalk back-slopes for top-soil and seeding and mulching.

4. Sidewalks- Monlithic curb and sidewalk for the new work and modified curb and sidewalk for the remainder. We discussed the placement of sidewalks and Ray said the only change from the proposed plan was the narrowing of the street and to put sidewalk on the left or North only from 13th.-15th.St., due to interference at the Garden Center.

5. Sand can be used for bedding sidewalks.

6. The City will furnish vendor and catalogue numbers for thier design of inlet frames and grates.

7. Driveways: Conc. to Conc. (6" thick) Asphalt to Asphalt Gravel to Gravel

8. Use 12" treated C.M.P. on two open cross-drains.

9. Storm Drains: A new storm drain system was discussed, it was agreed to add a system on Lt. from 9th St. to 11th. St.
A plastic 6" drain was agreed upon outside of the sidewalk from Sta. 15+00 draining into the inlet at Sta.13+00.

10. Control monuments were discussed and agreed to be taken up later.

Recorded By Chet Jenks

CC: Ray Ala
Jas. Chaney
Dave Houg
Phil Sterns

Appendix E

OREGON STATE HIGHWAY DIVISION
Location Section

Section: 8th St. - 16th St.(Astoria) Niagara Ave.
Date January 13, 1976

Highway: F.A.U.S. 4370
Ten Year Traffic Coefficient 7.5

County: Clatsop
18 kip s.a. per day 56.2

Prefix: 304-1921
R value 6

Res. Engr: J.E. Chaney
Frost Penetration ------------------

CBE Total Requirement 25.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (F.A.)	4.0
2.0"	A.C.W.S. (I) Cl. C	4.0
6.0"	P.M.B.B.	11.0
6.0"	L.T.S.	6.0
16.0"		25.0

RECEIVED
JAN 22 1976
GARELD INLOES
RESIDENT ENGINEER

OREGON STATE HIGHWAY DIVISION
JAMES E. CHANEY Resident Engineer
RECEIVED
JAN 19 1976
NOTED
RES ☑ ASST ☐ ASST ☐ ☐ ☐ OM ☐

Appendix C

OREGON STATE HIGHWAY DIVISION
Location Section

Section: 8th St. - 16th St. (Astoria) Niagara Ave.
Highway: F.A.U.S. 4370
County: Clatsop
Prefix: 304-1921
Res. Engr: J.E. Chaney

Date January 13, 1976
Ten Year Traffic Coefficient 7.5
18 kip s.a. per day 56.2
R value 6
Frost Penetration ------------------
CBE Total Requirement 25.0"

STRUCTURAL SECTION
NEW WORK
EXISTING ROADWAY WHERE UTILIZED 21' - 30' Width

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (F.A.)	4.0
2.0"	A.C.W.S. (I) Cl. C.	4.0
2.0"	P.M.B.B.	3.5

Note: Overlay thickness determined by deflection measurements. An extra allowance (1.0") P.M.B.B. (3/4" top size) for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County - City

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION 8th-15th St., (Niagara Ave.) UNIT OR PART Same Sheet 1 of 2

HIGHWAY FAUS 4370 PREFIX 304-1921 COUNTY Clatsop

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	L.S.	All		13,000
2	111	Temp. Protection & Direction of Traffic	L.S.	All		1,000
3	111	Temporary Signs	Sq. Ft.	150	6.00	900
4	111	Flagmen	Hr.	160	16.00	2,560
5	203.91e	Embankment in Place	C.Y.	619	5.00	3,090
6	203.91g	Stone Embankment Material	C.Y.	25	12.00	300
7	206	Trench Exc. (Culverts & Drains)	C.Y.	307	10.00	3,070
8	225	Top Soil	C.Y.	151	6.00	906
9	233	Watering	M. Gals.	5	10.00	50
10	301	Plant Mix Bit. Base (Includes 650 T.patch)	Ton	1,850	15.00	27,750
11	301	Asphalt in Mix	Ton	102	85.00	8,670
12	307	Lime Treated Sub-Grade	Sq. Yd.	2,174	1.48	4,016.72
13	307	Lime for Treated Sub-Grade	Ton	30.5	80.00	2,440
14	403	Class "C" Asphaltic Concrete Mix	Ton	1,200	15.00	18,000
15	403	Asphalt in Mix	Ton	84	85.00	7,140
16	407	Asphalt Tack Coat (overlay)	Ton	4	130.00	520
17	603	8" Conc. Pipe	Lin. Ft.	95	6.25	101 5
18	603	12" Conc. Pipe	Lin. Ft.	565	9.00	5,085
19	603	12" C.M.P. (Bit. Coated)	Lin. Ft.	205	8.50	1,742.50
20	603.34	Bedding Material	C.Y.	50	5.00	250
21	604	Inlets - per City of Astoria Specs.	Ea.	12	435.00	5,220
22	604	Man Holes, Cast in Place	Ea.	3	750.00	2,250
23	605	6" Perforated Plastic Pipe	Lin.Ft.	240	240.00	1,320
24	608	Conc. Walks	Sq. Yd.	1,523	10.50	15,992
25	608	Const. of Conc. Driveway (Exc. & Obliteration of old Driveways incidental to new const.)	Sq. Yd.	53	25.00	1,325

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION 8th - 15th St., (Niagara Ave.) UNIT OR PART Same Sheet 2 of 2
HIGHWAY FAUS 4370 PREFIX 304-1921 COUNTY Clatsop

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
26	609	Concrete curb, Type "C"	Lin. Ft.	3,136	3.00	9,408
27	609	Type "F" Modified (Includes incidental dowell and rebar)	Lin. Ft.	800	2.13	1,704
	628					
28	628	Adj. man-holes	ea.	1	250.00	250
29	628	Adj. Inlets	ea.	3	75.00	225
30	628	Adj. Valve Boxes	ea.	9	30.00	270
31	681	Seed and Mulch	Acre	0.34		800
32	703	3/4 - 0 (Aggregate Base for Sidewalk & Driveway)	C.Y.	30	15.00	450
33	703	Special Filter Material	C.Y.	20	15.00	300
34	Extra for	A.C. Dr. Way	each	3	100.00	300
35	Extra for	Rock Dr. Ways	each	5	100.00	500
		Total Contract Items				140,905
		Engineering and Contingencies (20%)				28,181
		Total Project Estimate				169,086

[illegible] — Astoria
cc

File FAUS

MEMORANDUM TO THE FILES

DATE: January 28, 1976

FROM: D. N. Harwell
County-City Engineer

RE: City of Astoria

Thursday, January 22, I met with the City of Astoria relative to highway and street related matters within that city. I met with Mr. Dale Curry, City Manager; Bruce Clausen, Director of Public Works; Ray Ala, City Engineer; and Gene Halleux, Planning Director.

We discussed matters in general, and they were extremely complimentary with their relationship with Highway personnel in the area and past experiences relative to signalization, street improvements, federal programs, and other matters of concern to that city as it regards their street system.

Sig[illegible]

They had no particular complaints regarding signalization; however, they did request that we take a cursory review of the design of sign hangars mounted on our cantilever poles at the various signalized intersections. It appears during extreme heavy winds numerous of these heads are breaking off. They are, when they remount or reinstall, changing to a different standard. They didn't think the installation was in accord with the plans that was submitted to the city prior to contract. This is a request that we review this design for the immediate Astoria area relative to the concern of the high winds.

Signals

We discussed the matter of the crosswalk signalization at 8th and Commercial Streets in downtown Astoria. Subject of a letter of December 16 to Mr. Richard Unrein, which has subsequently been submitted further to Region 2 personnel and for further response. They requested someone contact them regarding this matter as it is one of long-time concern to them relative to pedestrian versus vehicular traffic at this particular intersection, as it separates downtown business district from the post office, courthouse, and other activities in the immediate area.

FAUS

They also indicated relative to an FAUS project on Niagara Street in the vicinity of 15th; the status of that project appeared to be progressing quite well and indicated they submitted a letter to Mr. Fredrickson, Region 2 Engineer, that they could not provide the pads for the necessary drilling as requested by the State due to complication of equipment, personnel, etc., and that they will ask the State to undertake this rather than the city.

DNH:sch

Attachment

cc: Traffic Section
Region 2

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ● UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

1457

OREGON STATE HIGHWAY DIVISION
Location Section

Section: 8th St. - 16th St.(Astoria) Niagara Ave.
Date January 13, 1976
Highway: F.A.U.S. 4370
Ten Year Traffic Coefficient 7.5
County: Clatsop
18 kip s.a. per day 56.2
Prefix: 304-1921
R value 6
Res. Engr: J.E. Chaney
Frost Penetration ------------------
CBE Total Requirement 25.0"

STRUCTURAL SECTION
NEW WORK

NOTED
E. S. HUNTER

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (F.A.)	4.0
2.0"	A.C.W.S. (I) Cl. C	4.0
6.0"	P.M.B.B.	11.0
6.0"	L.T.S.	6.0
16.0"		25.0

RECEIVED
STATE HWY ENGR
JAN 16 '76
REFER TO
FOR
Info | Invest | R/W | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION
Location Section

Section: 8th St. - 16th St. (Astoria) Niagara Ave.
Highway: F.A.U.S. 4370
County: Clatsop
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NEW WORK
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Note: Overlay thickness determined by deflection measurements. An extra allowance (1.0") P.M.B.B. (3/4" top size) for leveling.

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1.0" Cement Treated Base =1.8" Aggregate Base
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Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County - City

Astoria
FAUS

Form E-39 (Rev. 9-71)

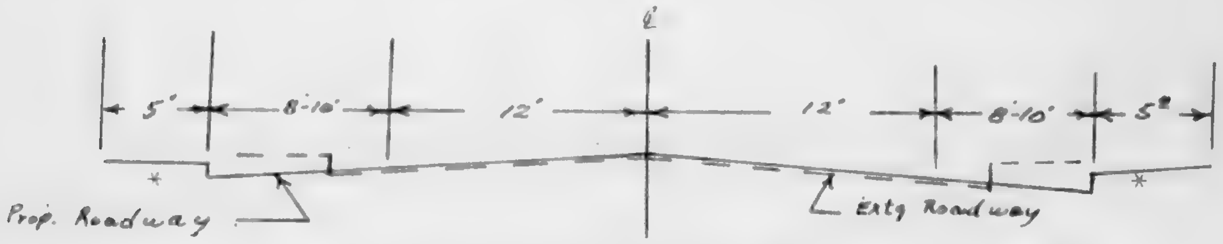
OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 8th St. - 16th St. (Astoria)
Date December 16, 1975
Highway Niagara Avenue FAU 4370
Authorization No. 2
County Clatsop
Survey Prefix 304-1921 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the intersection of 8th Street and Niagara Ave. The easterly terminus is the intersection of 16th St. and Niagara Avenue.



* Walks on both sides are to be constructed on a portion of the project only. The remaining portion will have a walk on one side only.

Purpose of survey:

To prepare plans, specifications, and cost estimate to upgrade Niagara Ave. by installing concrete curbs, walks, drainage facilities, widen street surface, and re-surface existing pavement.

Estimate of cost:

Field	901	12,700
Citizen Participation	902	500
Plans	905	2,000
Soils	910	6,600
Utility	914	200
Location Studies	918	500
Proj. Mgt.	920	100
Specifications	921	700
Environmental	923	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 28,600
Previous authorization 7,550
Additional authorization requested 21,050
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
James E. Chaney
James E. Chaney Field Engineer

Recommended for Approval:
Victor Wolfe
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 5 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

SP*23604-734

fear

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 37-1467

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 10, 1975

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

Phil

SUBJECT: 8th Street-16th Section
Niagara Avenue FAU 4370
Astoria Urban Area

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached is a letter from City of Astoria regarding subject project.

The City is agreeable to pursuing the project on a stage construction basis. Region Locating Engineer, Jim Chaney is proceeding with the 8th to 15th design. A second Authority for Survey will request funds for Region Geologist, Bill Fretwell to make a study of the slide area between 15th and 16th Streets. Upon completion of Bill's study, an estimate of cost to construct the 15th - 16th section will be furnished the City. The City will then determine if improvement to the additional block is within their funding capability. If so, the second stage of construction will proceed.

POS/elf

Attach.

cc: Jim Chaney
Bill Fretwell
T. H. Verstrom

#

RECEIVED
COUNTY & CITY SECTION
DEC 12 1975
☐ ENGR. ☐ COOR. ☑ [illegible] ☐ AE ■ [illegible]
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

CITY OF ASTORIA OREGON
FOUNDED 1811

OFFICE OF THE PUBLIC WORKS DIRECTOR
1095 Duane Street
325-5821

REGION 2 ENGINEER
RECEIVED
DEC 9 1975
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

December 5, 1975

Phil Stearns
Regional Federal Aid Engineer
Oregon State Highway Division
Region 2
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

At their regular meeting of December 1, 1975, the City Council by unanimous motion voted to proceed with the widening and construction of Niagara from 8th Street to 15th Street. As proposed, they also agreed to make a determination on extending this widening from 15th to 16th Streets after a study has been completed by your geologist and more information was available on the cost for this additional work. If you have questions or need more information, please let us know.

Yours truly,

THE CITY OF ASTORIA

B Clausen
Bruce J. Clausen
Public Works Director/
City Engineer

BJC:ki
cc: Dale F. Curry, City Manager

RECEIVED
COUNTY & CITY SECTION
[illegible] 12 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☒ UE
☒ OPE ☒ CE ☐ RE ☐ RPE ☐

8457 46

July 29, 1975

City of Astoria
City Hall
Astoria, OR 97103

Attention: Ronald Caton
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5405

Gentlemen:

Attached for your records is a fully executed copy of an Urban System Project Agreement covering 8th Street-16th Street (Astoria) Section of Niagara Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Attach.

bc Don Harwell (Agree. att.)
fkn/hb

FAU
Astoria

PRO 4-3

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 2, 1975

RECEIVED
STATE HWY ENGR
JUL 3 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO E. S. Hunter
Assistant State Highway Engineer

FROM for L. W. Rulien
Project Mangement Engineer

SUBJECT Assessment and Project Category
8th St. - 15th St. (Astoria)
Clatsop County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:vld

Attachment

APPROVED
EGH
E. S. Hunter
Date 7-3-75

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City
D. E. Swan
B. L. Gifford
C. O. Fredrickson, Region 2
E. L. Everton, District 1

RECEIVED
COUNTY & CITY SECTION
JUL 10 1975
☑ ENGR. ☐ COOR. ☐ CE ☑ AE ☐ GE
☑ OPE ☑ CE ☑ RE ☑ RPE ☐

PROJECT MANAGEMENT SECTION
JUL - 7 1975

ROUTING	ACTION	INFO
[illegible]		
[illegible] ENGR.		
[illegible] ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
BUDGET CONTROL		
PROGRAM SCHEDULE		
REMARKS		

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 16, 1975

A. PROJECT IDENTIFICATION

Name of Project 8th Street - 15th Street (Astoria) (Section) M-4370(1)

Location of Project Niagara Avenue (Highway Name) City Street (Highway No., US - ORE)

Astoria (City) Clatsop (County) 2 (Region)

Program F.A.U. 4370 (Funding) $105,000 (Estimated Cost) pending (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve a section of Niagara Ave. by widening and resurfacing the existing 20-30 foot width pavement with a skid resistant surface and to provide parking lanes and sidewalks throughout the project length.

Origin and History: Federal Aid Urban System Project Request submitted January 22, 1975, and approved by the Oregon Transportation Commission April 29, 1975. A request for Authority for Survey will be processed.

C. DESCRIPTION OF PROJECT

Length 2,200 feet

Termini The westerly terminus is at the 8th Street intersection with Niagara Ave. The project extends to the east and terminates at the 15th Street intersection.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use)

None required.

Typical Section A 44-foot paved street section with concrete curbs, providing 2 12-foot travel lanes with 10 foot parking lanes on either side.

Structures There are no structures within the project limits.

Characteristics (ADT) The A.D.T. for 1970 was 1,860 vehicles of all types.

Other General Information (or Supplemental information to items)

The existing right of way varies in width from 60 to 100 feet. Existing sidewalks and curbs extend to the east from the 8th street intersection approximately one half block on the northerly side and to 10th street on the southerly side. The southerly side is also curbed between 11th and Miller Street.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

As this is a proposed reconstruction of an existing facility, no other alternatives have been considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ________ Tentative Date(s) ________

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The project area lies along the southerly slope of an east-west ridge lying above and south of the Astoria central business district. The ridge overlooks the Columbia River estuary to the north and Youngs Bay to the west and south. Niagara Avenue extends along the southerly side of the ridge near the top. It would appear that the street was originally constructed on a compromise grade and alignment to maintain both a reasonable gradient and still keep the street as close to a tangent alignment as possible, the end result being a slightly curved street with a rolling grade. Side slopes on either side of the street vary from gentle to rather steep slopes that are primarily developed homesites. There are several undeveloped homesites abutting the street that retain their native vegetation which consists of an overstory of Alder with an occasional hemlock or fir tree extending above the Alders. The understory consists of Himalya Berries, Elderberries, Sallal, and willows with native grasses growing in the less shady areas.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The project area is through an urbanized residential area with the street generally lined on both sides with single family residences surrounded by well landscaped yards.

There are a few undeveloped homesites, generally on the steeper slopes where home construction would be more difficult. Other exceptions to the general land use are a cemetery on the northerly side of the street between 14th and 15th Streets, and a nursery-florist shop business.

Utilities that might be affected by construction are overhead power, phone, and t.v. cables, and underground water mains, sanitary and storm sewers, and possibly natural gas lines.

The ambient air quality is generally good as is the noise levels. As the area is now well developed and as Niagara Avenue Street is only thirteen blocks long, through a residential area, it is not anticipated that there will be any significant increase in traffic within the next twenty years. Consequently, there would be no significant change in air quality or noise levels.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None required.

Consequences:

2. Estimated Changes in Traffic Patterns:

None anticipated.

Consequences:

3. Estimated Changes in Land Use:

None anticipated as a result of street improvement.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Cut and fill slopes required in some areas to widen the street will remove some of the native trees and shrubs that are excellent wildlife habitat.

Consequences:

Not significant as this type of habitat is extensive and continuous in the area.

5. Expected Adverse Effects on Cultural and Scenic Resources:

See 4 above.

Consequences:

Loss of native flora and fauna that presently extend to the edge of the gravel street shoulders,would be a significant visual impact as well as the screen effect they are now providing for some residences.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None required.

Consequences:

2. Estimated Changes in Traffic Patterns:

None anticipated.

Consequences:

3. Estimated Changes in Land Use:

None anticipated as a result of street improvement.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

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See 4 above.

Consequences:

Loss of native flora and fauna that presently extend to the edge of the gravel street shoulders,would be a significant visual impact as well as the screen effect they are now providing for some residences.

6. Preliminary Identification of Areas of Critical Environmental Concern:
There are no readily identifiable areas of critical envrironmental concern.

7. Potential for Controversial Issues:
There are no apparent controversial issues.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

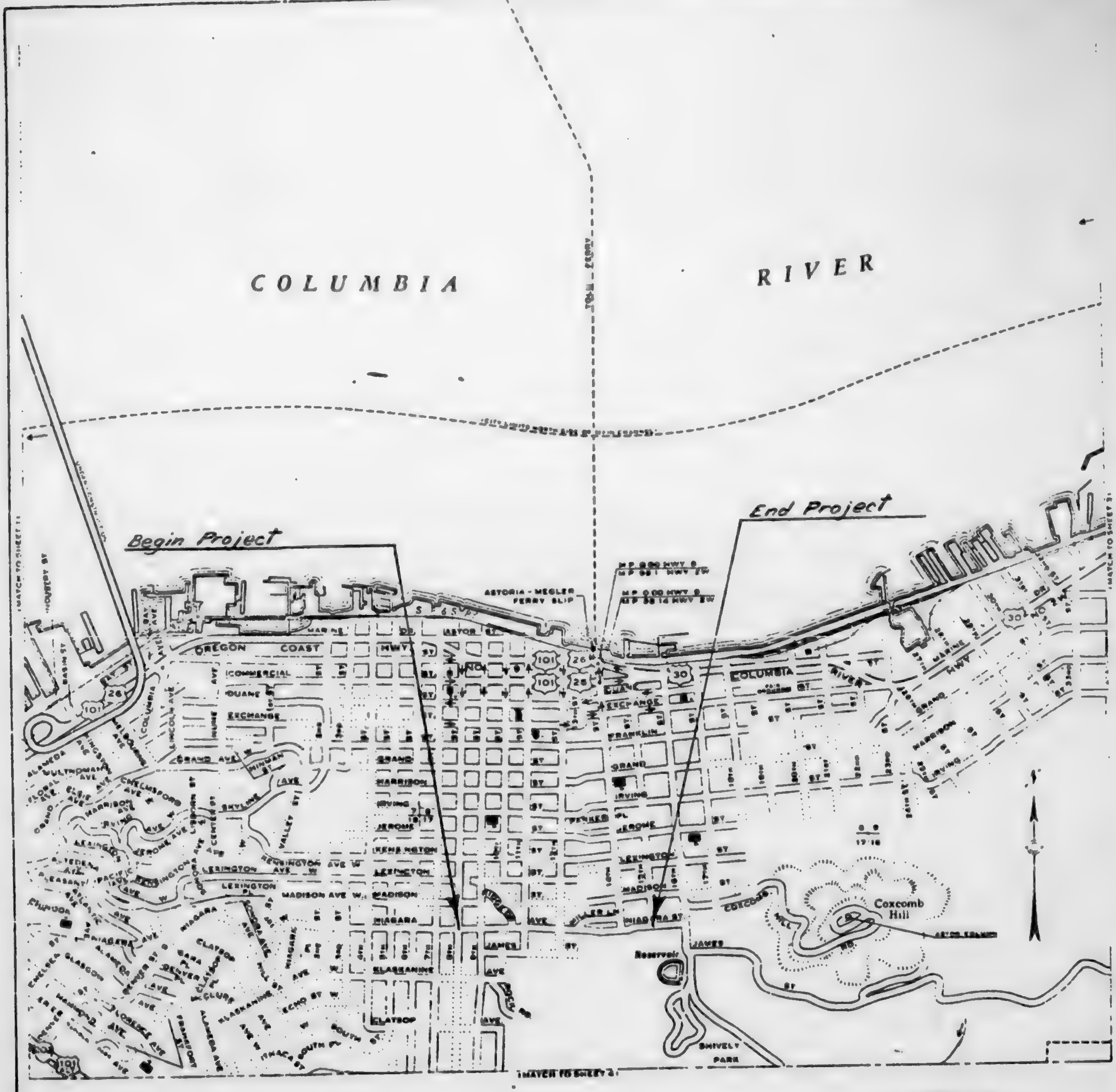
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☒ Other Assessment

This project is deemed a Non-Major action.


COLUMBIA
RIVER
Begin Project
End Project
ASTORIA - MEGLER FERRY SLIP
OREGON COAST HWY
COMMERCIAL
DUANE
EXCHANGE
FRANKLIN
GRAND
HARRISON
IRVING
JEROME
KENSINGTON
LEXINGTON
MADISON
NIAGARA
JAMES
CLATSOP
COLUMBIA
MARINE DR
Reservoir
Coxcomb Hill
SHIVELY PARK
101
26
30

ASTORIA

CLATSOP COUNTY, OREGON

PROSPECTUS MAP
Niagara, 8 th to 15 th

8437

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 26, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project M-4370(1)
8th St.-15th St. (Astoria)
Clatsop County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's June 11, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUN 30 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	C R	Sen

7-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
JUL 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

75

6-18-75

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

Budget Bureau No. 41-R2068; App

U.S. DE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME
2		City St., Niagara Avenue in Astoria		1,800	2,600	95	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	P.E. Gr. Dr. H.T. pave								M-	4370(1)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD 4

CLASS OF FEDERAL FUNDS [1]: Urban System

COUNTY NAME: Clatsop

NAME OF URBAN AREA: Astoria

F.A. SYSTEM: Urban

RTE NO.: U

FEDERAL AID: 4370

STATE: City St.

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	38	M-4370(1)	City St., Niagara Ave. in Astoria "8th St. - 15th St. (Astoria) Section"	0.42 0.42	7,000 98,000	5,400 76,500	800 city 800 10,750 city 10,750	P.E. all H.T. pave roadway 2-12' tr parking sidewalk
										PROJECT TOTAL	0.42	105,000	81,900	23,100	
5					PE ROW CONST		REQUESTED REVISION Stage 2	38	M-4370(1)	City St., Niagara Ave. in Astoria "8th St. - 16th St. (Astoria) Section"	0.48 0.48	7,000 113,000	5,400 88,300	800 city 800 12,350 city 12,350	P.E. all H.T. pave roadway 2-12' tra parking sidewalk
										PROJECT TOTAL	0.48	120,000	93,700	26,300	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — COLUMN 14 → CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To extend the easterly limits of the project to 16th Street and in total cost and federal funds to reflect the additional work. The city of Astoria this change to complete this entire urban system route.

DATE OF INITIAL APPROVAL: June 2, 1975

OTHER:

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE June 18, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

8457

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

T LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
ty St., Niagara Avenue in Astoria		1,800	2,600	95	10	Oregon	41	W32	38

K (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI. MI.	DESIG.
ve								M-	4370(1)		

Urban System		COUNTY NAME	Clatsop		CODE	007
Astoria	F.A. SYSTEM Urban	RTE NO. V	FEDERAL AID 4370	STATE City St.	U.S. --	

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	ITEM AS NOW PRO-GRAMED Stage 2	38	M-4370(1)	City St., Niagara Ave. in Astoria "8th St. - 15th St. (Astoria) Section"	0.42 0.42	7,000 98,000	5,400 76,500	800 city 800 10,750 city 10,750	P.E. all phases; Gr. Dr. H.T. pave 44' curbed roadway section for 2-12' travel lanes 10' parking lanes and 5' sidewalk
				PROJECT TOTAL	0.42	105,000	81,900	23,100	
	RE-QUESTED REVISION Stage 2	38	M-4370(1)	City St., Niagara Ave. in Astoria "8th St. - 16th St. (Astoria) Section"	0.48 0.48	7,000 113,000	5,400 88,300	800 city 800 12,350 city 12,350	P.E. all phases; Gr. Dr. H.T. pave 44' curbed roadway section for 2-12' travel lanes 10' parking lanes and 5' sidewalk
				PROJECT TOTAL	0.48	120,000	93,700	26,300	

submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

more projects. Prepare a form PR-1 for all uch action.

REASON FOR CHANGE: To extend the easterly limits of the project to 16th Street and increase the total cost and federal funds to reflect the additional work. The city of Astoria requested this change to complete this entire urban system route.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE June 18, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
[redacted] Project Management Engineer	TITLE	TITLE

ass of project to another, or covers joint financing, show both classes of funds involved.

OBSOLETE AFTER 7-1-61

USCOMM-DC 48003-P61

fau

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 37-1467

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

June 13, 1975

Phil

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

TO: D. N. Harwell
COUNTY/CITY ENGINEER

SUBJECT: Project Extension Request
Niagara Avenue FAU 4370
City of Astoria

Attached is correspondence from the City of Astoria requesting the Niagara Avenue FAU project be extended.

The request is reasonable and cost would remain within the City's FAU allocation. I recommend the request be approved.

6/16/75
Copy to: Buz-Swan

PLEASE PR-9 with FHWA.
H.

POS/elk

RECEIVED
COUNTY & CITY SECTION
JUN 1[illegible] 1975
☑ ENGR. ☐ COOR. ☐ CE ☒ KE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

Doesn't this constitute an amendment to Comm. approval ? [illegible] H.

Not necessary as per [illegible]
H.

37-1467

CITY OF ASTORIA OREGON
FOUNDED 1811

OFFICE OF THE PUBLIC WORKS DIRECTOR
1095 Duane Street
325-5821

REGION 2 ENGINEER
RECEIVED
JUN 11 1975
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ UTE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

June 9, 1975

Oregon State Highway Division
Region 2
2960 E. State Street
Salem, Oregon 97310

DICK

Subject: Niagara Avenue Project
F.A.U. 4370-City of Astoria

Dear Sirs:

The City of Astoria had previously filed an application for improvement of Niagara Avenue from 8th to 15th Streets under the F.A.U. program. We were informed that the Oregon Transportation Commission had approved the request on April 29, 1975, but that the other procedures as delineated on the basic flow chart would place possible construction dates into the spring or summer of 1976.

We wish to request that our application be amended to include the improvement of Niagara Avenue to 16th Street. If this were to be accomplished, the F.A.U. portion of Niagara Ave. (#4370) would be complete for its entire length. ✓

Estimated cost of improving this section is $15,000. Costs of stabilization of earth movement for this section has not been estimated as more detailed studies are needed, which have been beyond the capabilities of City forces and equipment.

Sincerely,
THE CITY OF ASTORIA

Bruce J. Clausen
Bruce J. Clausen
Public Works Director/City Engineer

APPROVED:
Dale F. Curry
Dale F. Curry
City Manager

BJC:ki

Don H.

Transaction Number 6-50

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(FPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 6-2-75

BY (Signature): L. W. Rulien's May 21, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 38 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	**Work**
8	M-4370(1)	0.42	105,000	81,900	8th Street - 15th Street (Astoria) Section - Clatsop County State of Oregon	Preliminary Engineering Grade, drain and high type pavement

RECEIVED
COUNTY & CITY SECTION
JUN 4 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ● UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

REMARKS (Division)

I concur that this project is a non-major action as set forth in FHPM 7-7-2, par 10e.

ou are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-2-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067; App

U.S. DEP

MONTHLY TRANSACTION NO. 6-50

DATE SUBMITTED TO W.O. JUN 2 1975

FORM PR-1
(REV. 4-61)

May 21, 1975

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City St., Niagara Avenue in Astoria	**ADT**	PRESENT 1,800	FUTURE 2,600	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Gr. Dr. H.T. Pave.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. B-7	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 4370

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Clatsop				CODE 007
	NAME OF URBAN AREA Astoria	ROUTE NO.	FEDERAL-AID U 4370	STATE City St.	U.S. --	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		City St., Niagara Ave. in Astoria	0.42	7,000	5,400	800	800 (City)
5					**ROW**							
5	30			3	**CONST** (CODE) 6201	3	"8th Street-15th Street (Astoria) Section"	0.42	98,000	76,500	10,750	10,750 (City)
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.42	105,000	81,900	11,550	11,550 (City)

PROGRAM APPROVAL DATES

JUN 2 1975

FHWA OREGON DIVISION

REMARKS

50

75

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

May 21, 1975

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

(45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
agara Avenue in Astoria		1,800	2,600	95	10	Oregon	41	W32	38

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. (I. Projects Only)	DESIG.
					B-2		M-	4370	(1)		

System

COUNTY NAME: Clatsop CODE: 007

a

ROUTE NO. U FEDERAL-AID: 4370 STATE: City St. U.S.: --

PROGRAM STAGE: ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
City St., Niagara Ave. in Astoria	0.42	7,000	5,400	800	800 (City)	P.E. all phases; Gr. Dr. H.T. pave 44' curbed roadway section for 2-12' travel lanes, 10' parking lanes and 5' sidewalks.
"8th Street-15th Street (Astoria) Section"	0.42	98,000	76,500	10,750	10,750 (City)	ROW - 60' min.; Access Control-none; Parking Restrictions-None.
PROJECT TOTALS	0.42	105,000	81,900	11,550	11,550 (City)	

3

REMARKS

-OVER-

USCOMM DC 48803-P61

8th Street-15th Street (Astoria) Section
Project No. M-4370(1)

Existing Facility: Variable 20' to 30' paved roadway surface with partial curbs and sidewalks.

Adjacent Sections: W. End---60' curbed roadway section.
E. End---30' paved roadway surface.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Grade, drain, and H.T. pave to provide for a 44' curb to curb roadway section for two 12' travel lanes, 10' parking sides and 5' sidewalks.

NOTE: Portions of the preliminary engineering may be accomplished by City of Astoria forces with required supervision and contract by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Urban System approved December 23, 1974.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements:
a. Public Hearings---None required under the provisions of para. 6c.
b. Location/Design---Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and District 1 Clearinghouse A-95 review under working agreements dated April 28, 1970 June 8, 1971, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project.

Data for PR 37: Preliminary Engineering - - Field Work - - - $4,000
P.S.& E. Preparation- - - - - - - - - - - - - - 3,000

Type Code 6201 - - - $98,000

NOTE: This project is in Congressional District No. 1

8th Street-15th Street (Astoria) Section
Project No. M-4370(1)

y: Variable 20' to 30' paved roadway surface with partial curbs and sidewalks.

s: W. End---60' curbed roadway section.
E. End---30' paved roadway surface.

ork under this project consists of the following:

ll phases of preliminary engineering.

rade, drain, and H.T. pave to provide for a 44' curb to curb roadway section for two 12' travel lanes, 10' parking both ides and 5' sidewalks.

of the preliminary engineering may be accomplished by City of Astoria forces with required supervision and contracting forces.

irports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Urban System approved by FHWA 4.

-of-Way: None required.

rements: a. Public Hearings---None required under the provisions of para. 6c.
b. Location/Design---Not a factor in the development of this project.

rements: Exempt from State and District 1 Clearinghouse A-95 review under working agreements dated April 28, 1970 and June 8, 1971, respectively.

rements: Nonmajor action project.

Preliminary Engineering - - Field Work - - - $4,000
P.S.& E. Preparation- - - - - - - - - - - - - 3,000

- - $98,000

t is in Congressional District No. 1

jan

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 8th St - ~~15th~~ St (Astoria)

Date May 22, 1975

Highway Niagara Ave, FAU 4370 16th

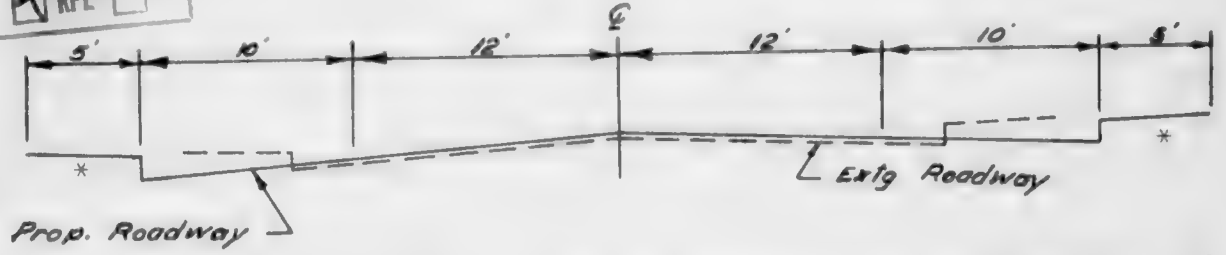
Authorization No. 1

County Clatsop H

Survey Prefix 304-1921 (Assigned by Salem office)

RECEIVED
COUNTY & CITY SECTION
JUL 18 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

Description of termini, route, length, etc.: The westerly terminus is the intersection of 8th St and Niagara Ave. The easterly terminus is the intersection of ~~15~~16th st and Niagara Ave.



* Walks on both sides are to be constructed on a portion of the project only. The remaining portion will have a walk on one side only.

Purpose of survey: To prepare plans, specifications, and cost estimate to up grade Niagara Ave. by installing concrete curbs, walks, drainage facilities, widen street surface and resurface existing pavement.

Estimate of cost:

Field	901	3,200
Plans	905	1,000
Soils	910	1,600
Utility	914	200
Loc.	918	500
Office Engr.	920	50
Specifications	921	700
Environmental	923	300

M-4370(1)
6-2-75

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 7,550

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:
James E. Chaney
Gareld Inloes
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Victor D. Wolfe
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23004-734

OFFICE ENGINEERING SECTION
P. E. APPR. 6-2-75
FED. AID ✓ STATE

NOTED
D. E. SWAN

8-4-7 45

~~PRO 6-2~~

Robert W. Straub
xxxxxxxxxxx

May 21, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-4370(1)

We are submitting program data for one Urban System project, Item No. 38, Project No. M-4370(1), "8th Street-15th Street (Astoria) Section", which we desire to have included in the Federal Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, para. 10e.

We further request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval. The City of Astoria may desire to perform portions of the preliminary engineering with their forces, for which approval and authorization will be requested under separate action.

CL:ljt

Att.

Budget Bureau No. 41-R2067; Appr

U.S. DEP

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

May 21, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City St., Niagara Avenue in Astoria	ADT	PRESENT 1,800	FUTURE 2,600	YEAR 95	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Gr. Dr. H.T. Pave.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 4370

CARD

CLASS OF FEDERAL FUNDS: Urban System

NAME OF URBAN AREA: Astoria

COUNTY NAME: Clatsop

CODE: 007

ROUTE NO.: U

FEDERAL-AID: 4370

STATE: City St.

U.S.: --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		City St., Niagara Ave. in Astoria	0.42	7,000	5,400	800	800 (City)
5					ROW							
5					CONST (CODE) 6201		"8th Street-15th Street (Astoria) Section"	0.42	98,000	76,500	10,750	10,750 (City)
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.42	105,000	81,900	11,550	11,550 (City)

PROGRAM APPROVAL DATES

REMARKS

P.
G
44
se
tr
pa
si

ROW
Acc
Par
N

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

May 21, 1975

CATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
., Niagara Avenue in Astoria 65		1,800	(66) 2,600 (70)	(71) 95 (72)	10	Oregon	41	W32	38

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV ARCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	M-	4370	(1)	

rban System	COUNTY NAME Clatsop	CODE 007	PROGRAM STAGE
toria	ROUTE NO. U; FEDERAL-AID 4370; STATE City St.; U.S. --		☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	City St., Niagara Ave. in Astoria	0.42	7,000	5,400	800	800 (City)	P.E. all phases; Gr. Dr. H.T. pave 44' curbed roadway section for 2-12' travel lanes, 10' parking lanes and 5' sidewalks.
.	"8th Street--15th Street (Astoria) Section"	0.42	98,000	76,500	10,750	10,750 (City)	ROW - 60' min.; Access Control-none; Parking Restrictions-None.
	PROJECT TOTALS	0.42	105,000	81,900	11,550	11,550 (City)	

TES

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

8th Street-15th Street (Astoria) Section
Project No. M-4370(1)

Existing Facility: Variable 20' to 30' paved roadway surface with partial curbs and sidewalks.

Adjacent Sections: W. End---60' curbed roadway section.
E. End---30' paved roadway surface.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Grade, drain, and H.T. pave to provide for a 44' curb to curb roadway section for two 12' travel lanes, 10' parking b sides and 5' sidewalks.

NOTE: Portions of the preliminary engineering may be accomplished by City of Astoria forces with required supervision and contracti by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Urban System approved by December 23, 1974.

Additional Right-of-Way: None required.

FHPM 7-7-5 Requirements:
a. Public Hearings---None required under the provisions of para. 6c.
b. Location/Design---Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and District 1 Clearinghouse A-95 review under working agreements dated April 28, 1970, a June 8, 1971, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project.

Data for PR 37: Preliminary Engineering - - Field Work - - - $4,000
P.S.& E. Preparation- - - - - - - - - - - - - - 3,000

Type Code 6201 - - - $98,000

NOTE: This project is in Congressional District No. 1

8th Street-15th Street (Astoria) Section
Project No. M-4370(1)

ty: Variable 20' to 30' paved roadway surface with partial curbs and sidewalks.

ons: W. End---60' curbed roadway section.
E. End---30' paved roadway surface.

Work under this project consists of the following:

All phases of preliminary engineering.

Grade, drain, and H.T. pave to provide for a 44' curb to curb roadway section for two 12' travel lanes, 10' parking both sides and 5' sidewalks.

of the preliminary engineering may be accomplished by City of Astoria forces with required supervision and contracting forces.

Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved. Urban System approved by FHWA 74.

nt-of-Way: None required.

uirements:
a. Public Hearings---None required under the provisions of para. 6c.
b. Location/Design---Not a factor in the development of this project.

uirements: Exempt from State and District 1 Clearinghouse A-95 review under working agreements dated April 28, 1970 and June 8, 1971, respectively.

uirements: Nonmajor action project.

: Preliminary Engineering - - Field Work - - - $4,000
P.S.& E. Preparation- - - - - - - - - - - - - 3,000

- - - $98,000

ject is in Congressional District No. 1

F457 15

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 22, 1975

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System
Project Request

We have a request from the City of Astoria for a Federal Aid Urban project to widen and improve a 0.42-mile section of Niagara Avenue. This project has been investigated and is eligible for funding under the Federal Aid Urban System program.

Federal Aid Urban funds for this project are estimated at $81,900, with the State providing approximately $11,550 in match funds and an equal amount being contributed by the City of Astoria.

This will be an agenda item at the April 29 meeting. I recommend your approval of the project and request authority to sign project agreements for and on your behalf.

bc:
C. W. Head - w/att.
A. E. Johnson "
R. L. Schroeder
L. W. Rulien
Don Harwell
Ed Hardt "
Jack Graham
George M. Baldwin - w/att.
E. S. Hunter "
H. S. Coulter
V. E. Skoog "
R. N. Bothman "
C. O. Fredrickson "
Gary Sund "

RU:scr srb

CITY OF ASTORIA
Proposed Urban System Project

8th Street-15th Street (Astoria) Section
Niagara Avenue, FAU 4370
Grading, paving; 0.42 mile; $105,000

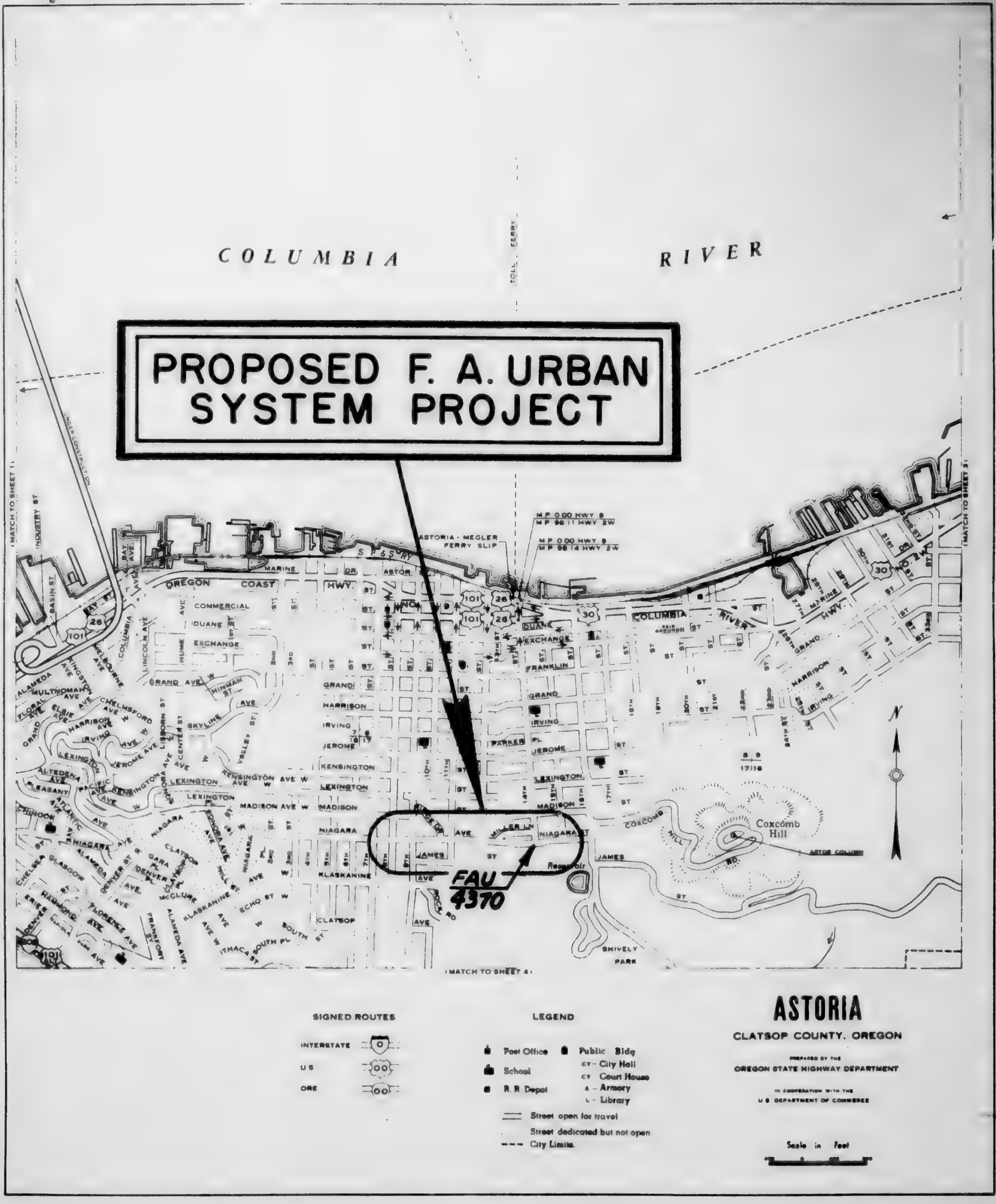
This project entails all the work and costs to widen and improve Niagara Street.

Perform all necessary engineering.

Construct 44-foot, curb-to-curb street section.

Provide sidewalks.

75-e
4/14/75


PROPOSED F. A. URBAN SYSTEM PROJECT
FAU 4370
COLUMBIA RIVER
TOLL FERRY
ASTORIA - MEGLER FERRY SLIP
M.P. 0.00 HWY 9
M.P. 98.11 HWY 2W
M.P. 0.00 HWY 9
M.P. 98.14 HWY 2W
OREGON COAST HWY.
MARINE DR
COMMERCIAL
DUANE
EXCHANGE
FRANKLIN
GRAND
HARRISON
IRVING
JEROME
KENSINGTON
LEXINGTON
MADISON
NIAGARA
JAMES
KLASKANINE
CLATSOP
Reservoir
SHIVELY PARK
Coxcomb Hill
ASTOR COLUMN
(MATCH TO SHEET 1)
(MATCH TO SHEET 3)
(MATCH TO SHEET 4)
N
SIGNED ROUTES
INTERSTATE
U S
ORE
LEGEND
Post Office
Public Bldg
CY – City Hall
CT Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel
Street dedicated but not open
City Limits.
ASTORIA
CLATSOP COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
Scale in Feet

FAu

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 37-1467

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 14, 1975

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: FAUS Project Request
City of Astoria

TO: Dick Unrein
URBAN ENGINEER

Enclosed is a project request for the improvement of Niagara Avenue between 8th and 15th Streets in the City of Astoria, and three maps of the area.

Included is a priority list of projects. This is a tentative list and requires proof of approval.

I have reviewed the project in the field and feel it has merit. I recommend approval.

POS/elk
Enc.
cc: L. W. Rulien

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB 18 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

37-1467

REGION 2 ENGINEER
RECEIVED
[illegible] 1975
☐ RE ☐ FCE ☐ UPE ☐ RTE ☐ ROE
☐ UFE ☐ GEO ☐ RSO ☐ RLC ☐ RFE

CITY OF ASTORIA OREGON
FOUNDED 1811

OFFICE OF THE PUBLIC WORKS DIRECTOR
1095 Duane Street
325-5821

February 11, 1975

Phillip O. Stearns
Regional Federal Aid Engineer
Dept. of Transportation
East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

We are enclosing our project request for the improvement of Niagara Avenue between 8th Street to 15th Street under the Federal Aid Urban System. We are also enclosing our tentative FAU System priority list and three maps of the area. If you have questions or need additional information, please let us know.

Yours truly,

THE CITY OF ASTORIA

Bruce J. Clausen
Public Works Director/
City Engineer

BJC:ki
Enc. 5
cc: Dale F. Curry, City Manager

RECEIVED
FEB 18 1975
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

January 1975

CITY OF ASTORIA

FAU SYSTEM PRIORITIES

TENTATIVE

1. Replace substandard warning and regulatory signs on F.A.U. routes
2. Niagara Avenue, 8th to 15th
   Improvement District for curbs and walks
3. Oregon, Florence to Alameda
   Improvement District for widened pavement
4. Glasgow, Alameda to Denver
   Improvement District for widened pavement
5. 8th Street, Grand to Franklin
   Remove hump at 8th and Grand and widen
6. Williamsport Road at James Street
   Improve corner at Reservoir #2
7. Irving, 11th to 14th
   Improvement District for widening
8. Madison, 15th to 16th
   Improvement District for widening
9. Coxcomb Drive, 16th to Astoria Column
   Improve alignment and widen
10. Coast Highway Youngs Bay Bridge Section (Alternate #101)
    Widen
11. 1st Street, W. Grand to W. Franklin
    Widen and improve alignment
12. Grand, 1st to 2nd
    Improvement District for widening
13. Franklin, 2nd to 5th
    Improvement District for widening

Hopkins
Harwell
Holmes
Prange
Unrein
2
RECEIVED
FEB 18 1975
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UNIT
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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Rev. 5/28/74

Hopkins
Harwell
Holmes
Prange
Unrein

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UNIT

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Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date January 22, 1975

Applicant Agency City of Astoria

Federal Aid System Route No. FAU 4370 Route Name

Project Name Niagara Avenue, 8th Street to 15th Street

Project Length 2200'+ Project Location (Attached sketch map)

Project Description Improve street by installation of concrete curbs, walks, drainage facilities, widened street surface and resurface existing pavement.

Average Daily Traffic 1860 in 1970 Design Speed Residential

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' to 30' Travel Lanes 2 Shoulders Variable

Medians None Parking Variable

Sidewalks 5' wide on portion

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 44' Pave Travel Lanes 2 @ 12' Shoulders Variable Width

Medians None Parking Both Sides 10'

Curbed Concrete-both sides Length Curb Radii 20' to 30'

Sidewalk/~~Bikeway~~ 5' Concrete - both sides portion 1 side only portion

Other

FOOTNOTES:

Description of Proposed Roadway Work As shown in project description

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' to 100' Minimum 60' Maximum 100'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? No

4. Will applicant acquire right-of-way and have State review negotiations? Yes_______ No_______

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes______ No______

7. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? No If so, explain
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location None
Type
Phases
Type of Suspension

Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: 6000 lumen - 8 each spaced over length of project

2. Proposed Illumination:

Location Existing to remain, no additional
Type

V. STRUCTURE DATA

1. Existing Structure:

Location No structures
Type
Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

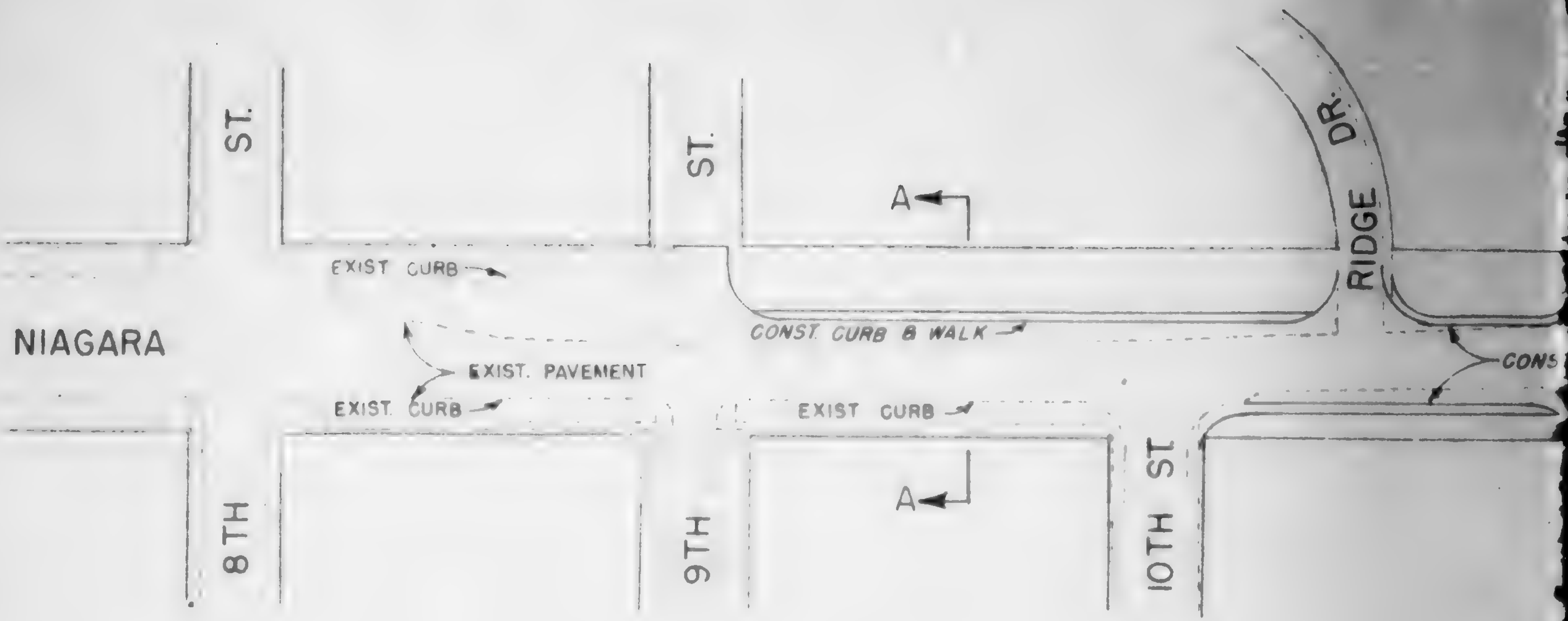
Roadway Work	$ 95,504.00
Right-of-Way Costs (If participating)	
Traffic Control	
Illumination	
Structures	
Railroad	
Other	
Preliminary Engineering	6,685.00
PROJECT TOTAL	$ 102,189.00

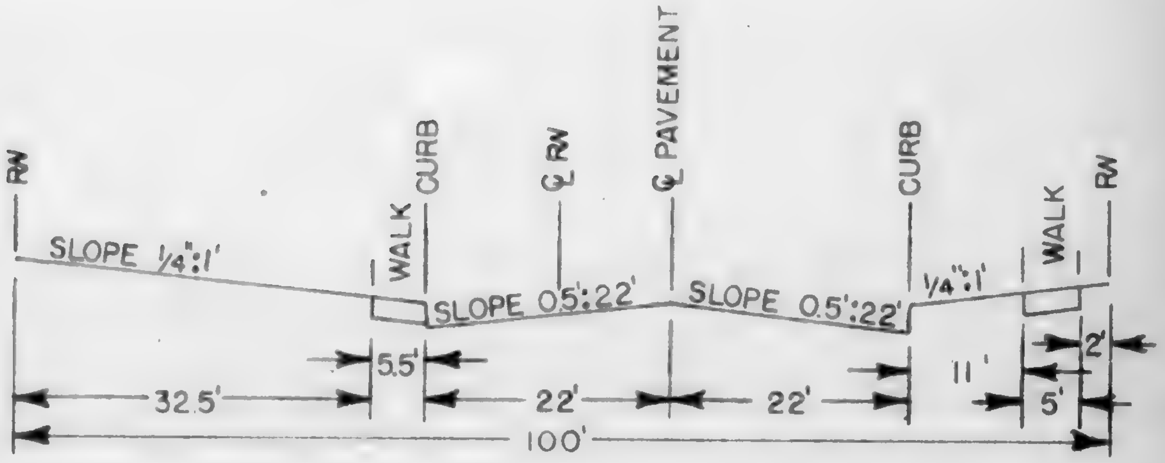
FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Astoria
By Mayor
By Ronald D. Finance Director

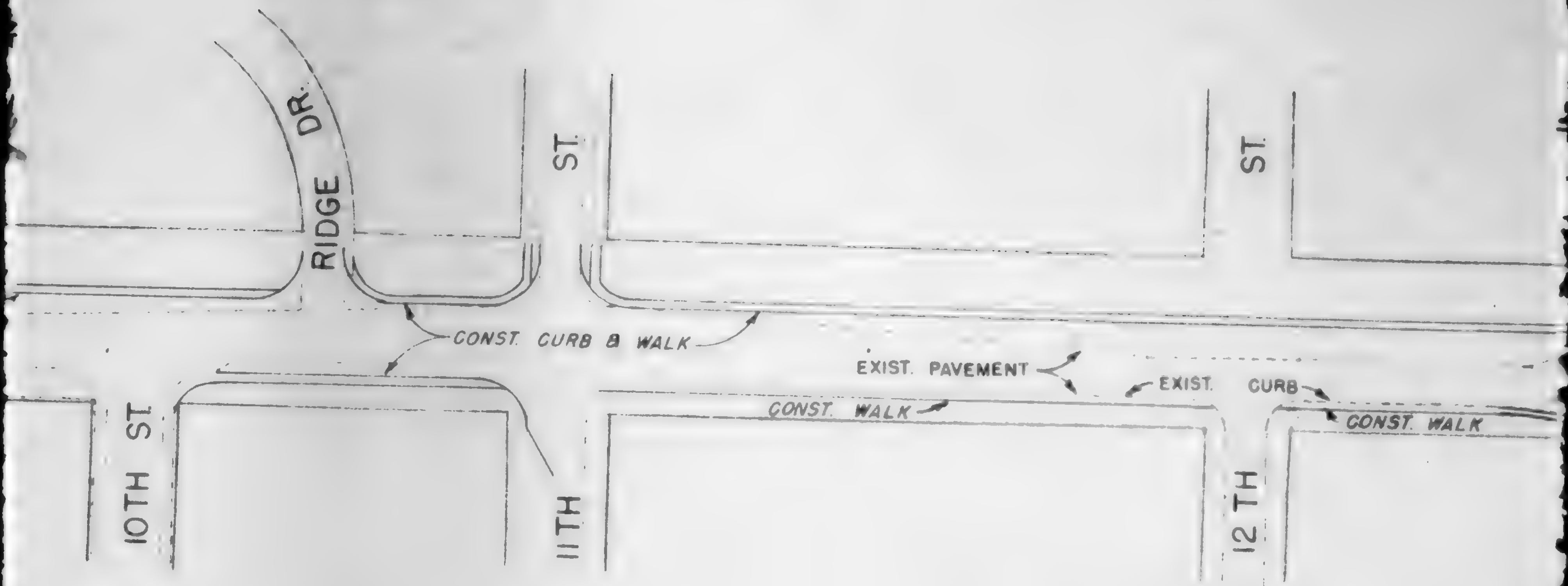
County
By
By
By


8TH ST.
9TH ST.
10TH ST.
NIAGARA
RIDGE DR.
A
A
EXIST CURB
EXIST. PAVEMENT
EXIST. CURB
EXIST CURB
CONST. CURB & WALK
CONS


R/W
WALK
CURB
℄ R/W
℄ PAVEMENT
CURB
WALK
R/W
SLOPE 1/4":1'
SLOPE 0.5':22'
SLOPE 0.5':22'
1/4":1'
5.5'
32.5'
22'
22'
11'
2'
5'
100'

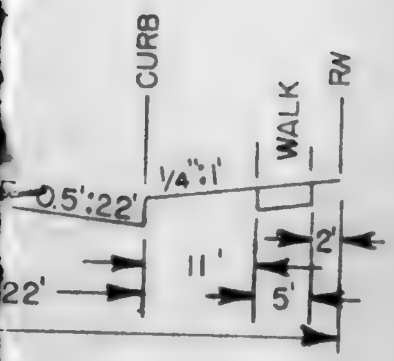
TYPICAL SECTION A-A

SCALE: 1" = 20' HORZ.
1" = 4' VERT.

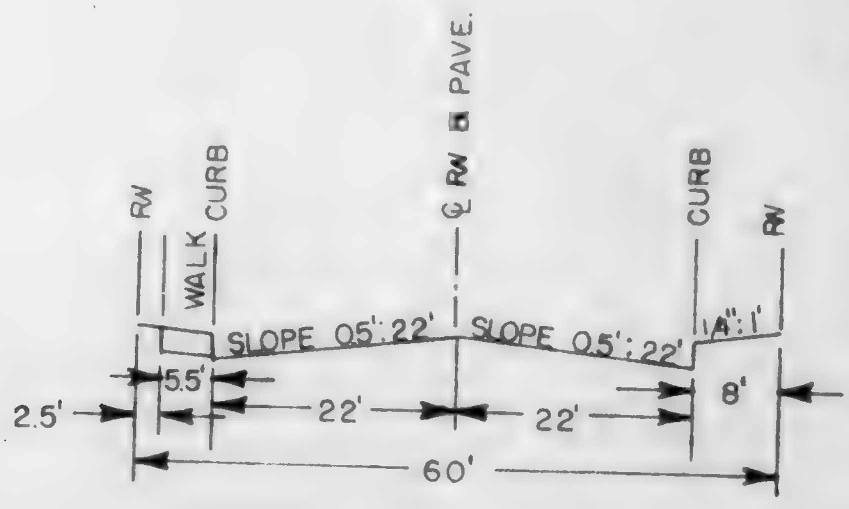

RIDGE DR.
ST.
ST.
CONST. CURB & WALK
EXIST. PAVEMENT
EXIST. CURB
CONST. WALK
CONST. WALK
10TH ST.
11TH
12 TH

PLAN

SCALE 1"=100'

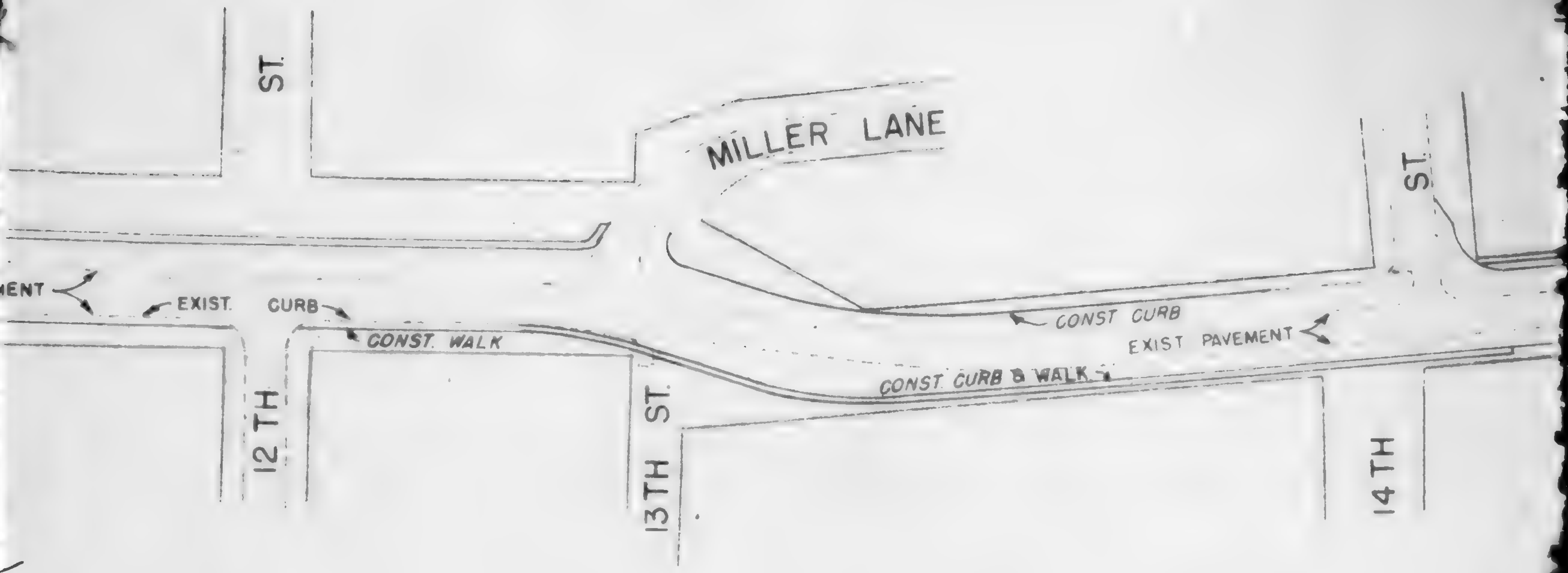

CURB
WALK
R/W
0.5':22'
1/4":1'
22'
11'
5'
2'

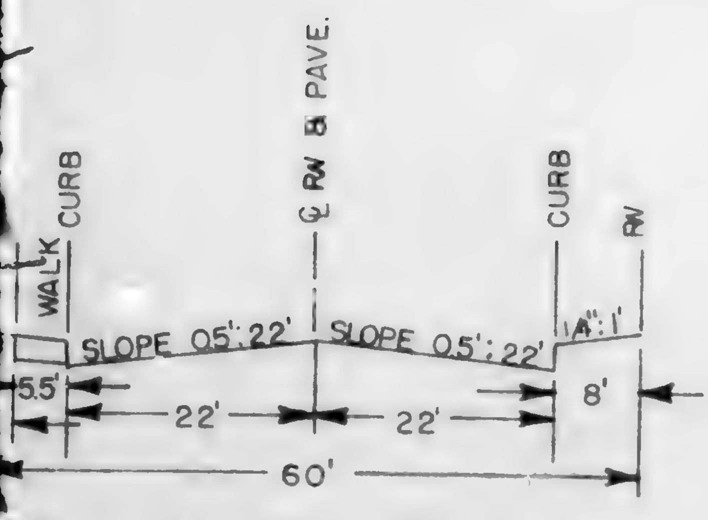
A-A


R/W
WALK
CURB
℄ R/W & PAVE.
CURB
R/W
SLOPE 0.5':22'
SLOPE 0.5':22'
1/4":1'
5.5'
2.5'
22'
22'
8'
60'

TYPICAL SECTION B-B

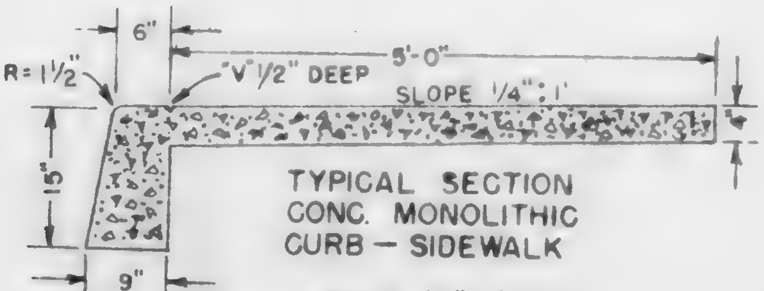
SCALE: 1"=20' HORZ.
1"= 4' VERT.


ST.
MILLER LANE
ST.
MENT
EXIST. CURB
CONST. WALK
CONST CURB
EXIST PAVEMENT
CONST. CURB & WALK
12 TH
13TH ST.
14TH


WALK
CURB
℄ RW & PAVE.
CURB
RW
SLOPE 0.5':22'
SLOPE 0.5':22'
1/4":1'
5.5'
22'
22'
8'
60'

TYPICAL SECTION B-B

SCALE: 1"=20' HORZ.
1"= 4' VERT.


6"
5'-0"
R=1½"
"V" ½" DEEP
SLOPE ¼":1'
15"
9"

TYPICAL SECTION
CONC. MONOLITHIC
CURB – SIDEWALK

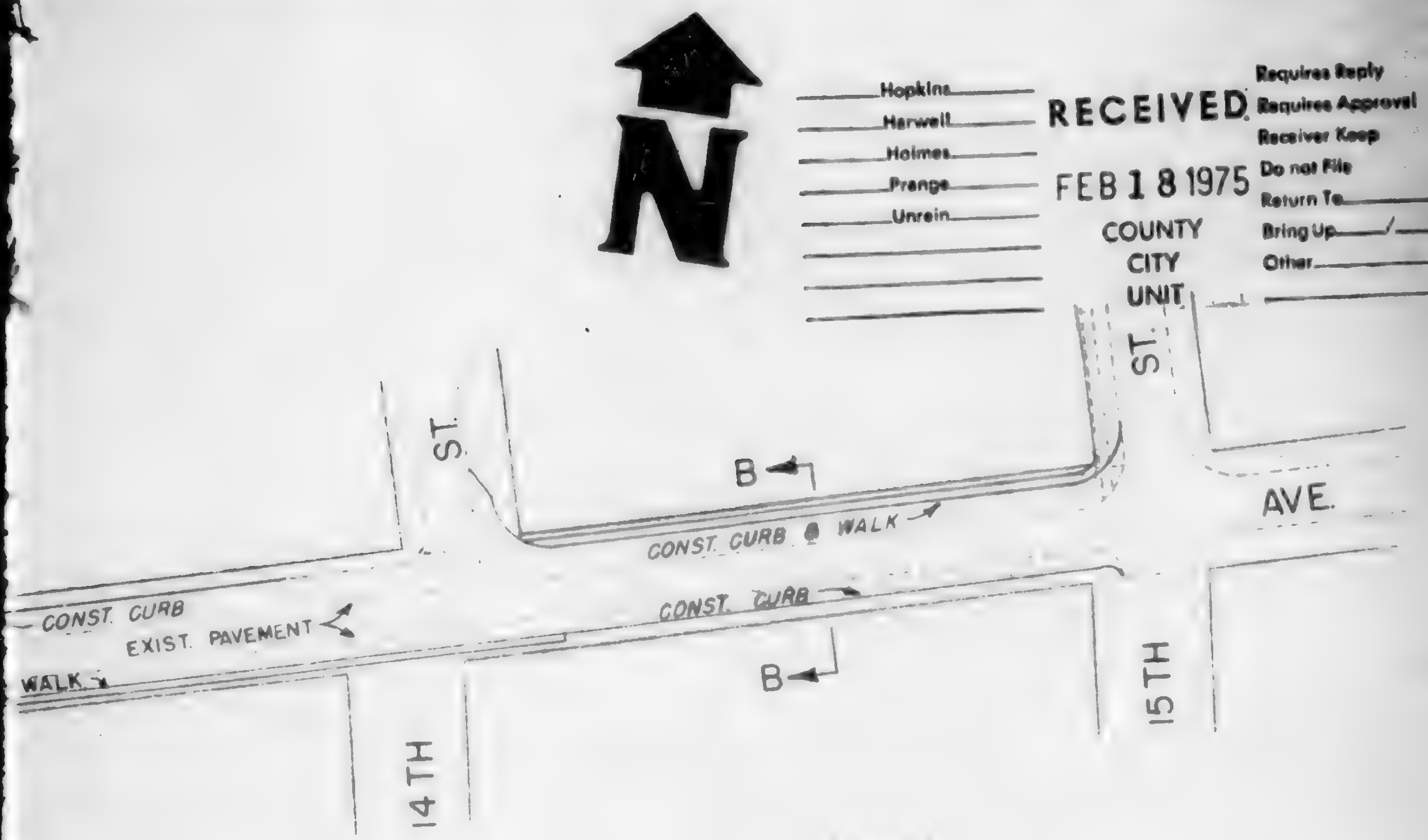
SCALE ½"=1'-0"

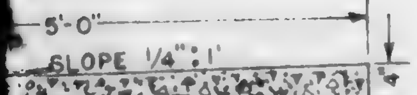
FEB 1 1 1975

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB 18 1975
COUNTY
CITY
UNIT

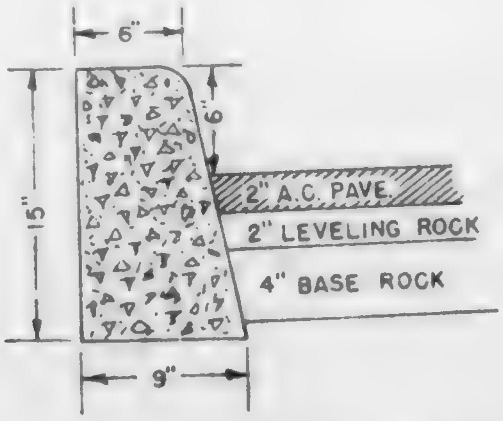
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other


N
ST.
ST.
AVE.
B
B
CONST. CURB & WALK
CONST. CURB
CONST. CURB
EXIST. PAVEMENT
WALK
14TH
15TH


5'-0"
SLOPE 1/4" : 1'
4"

CAL SECTION
C. MONOLITHIC
B — SIDEWALK

ALE 1/2" = 1'-0"


6"
6"
15"
2" A.C. PAVE.
2" LEVELING ROCK
4" BASE ROCK
9"

TYPICAL SECTION
CONCRETE CURB
SCALE 1" = 1'-0"

FEB 11 1975

CITY OF ASTORIA
CLATSOP COUNTY, OREGON

WIDENING NIAGARA AVE.
8TH ST. THRU 15TH ST.

DRAWN BY MR
APPROVED BY
DECEMBER 24, 1974

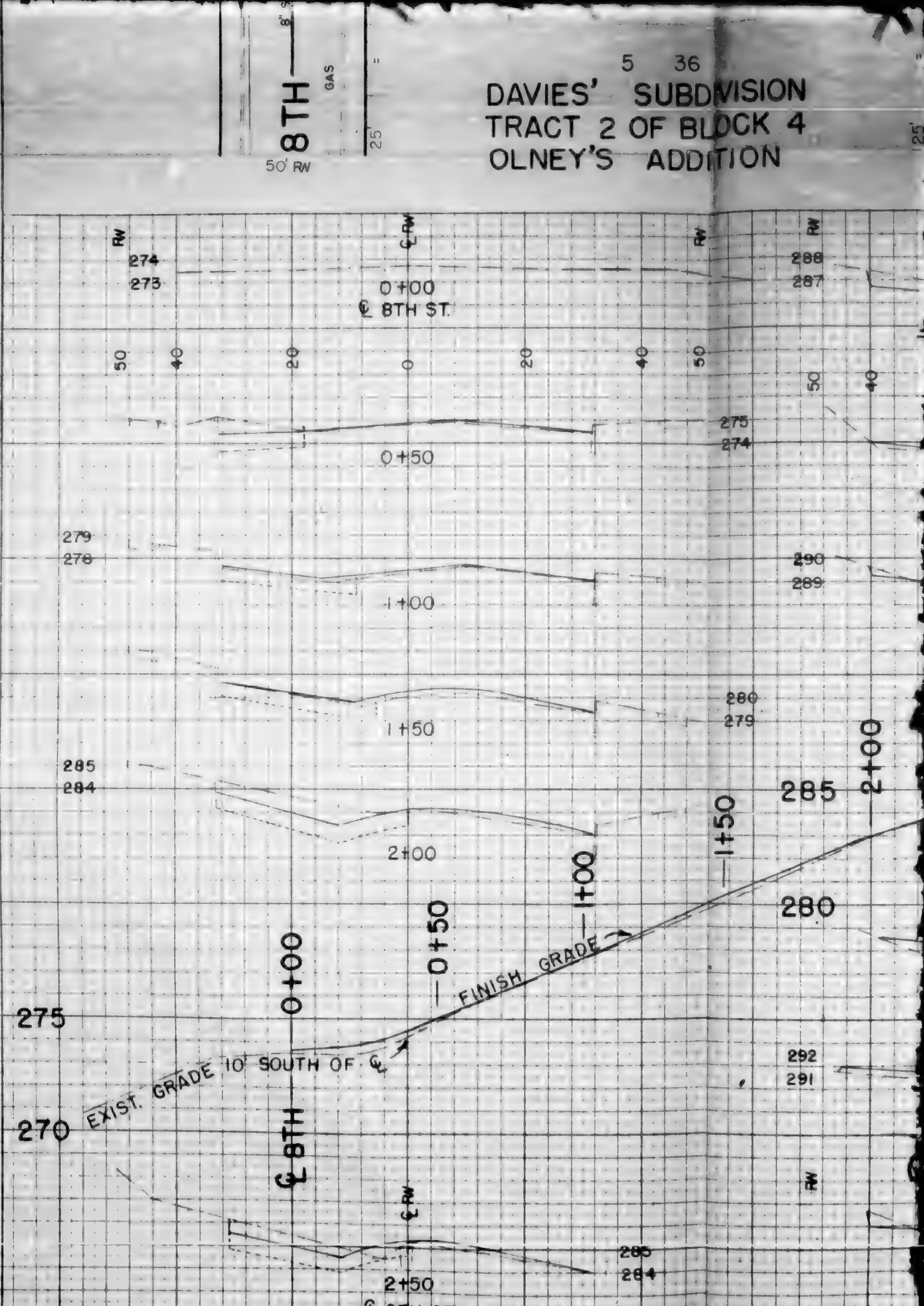
SCALE
AS SHOWN

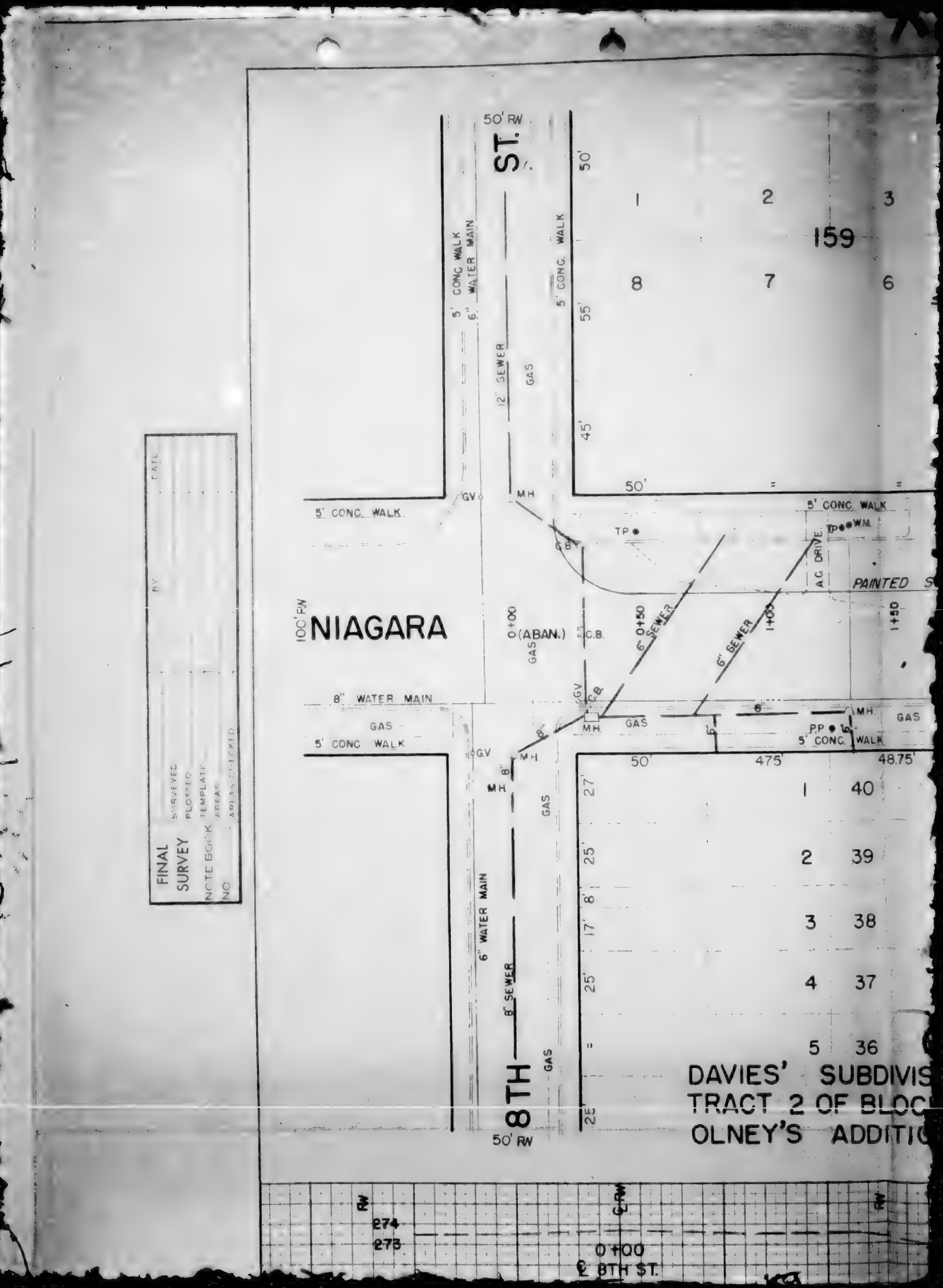
5 36

DAVIES' SUBDIVISION
TRACT 2 OF BLOCK 4
OLNEY'S ADDITION

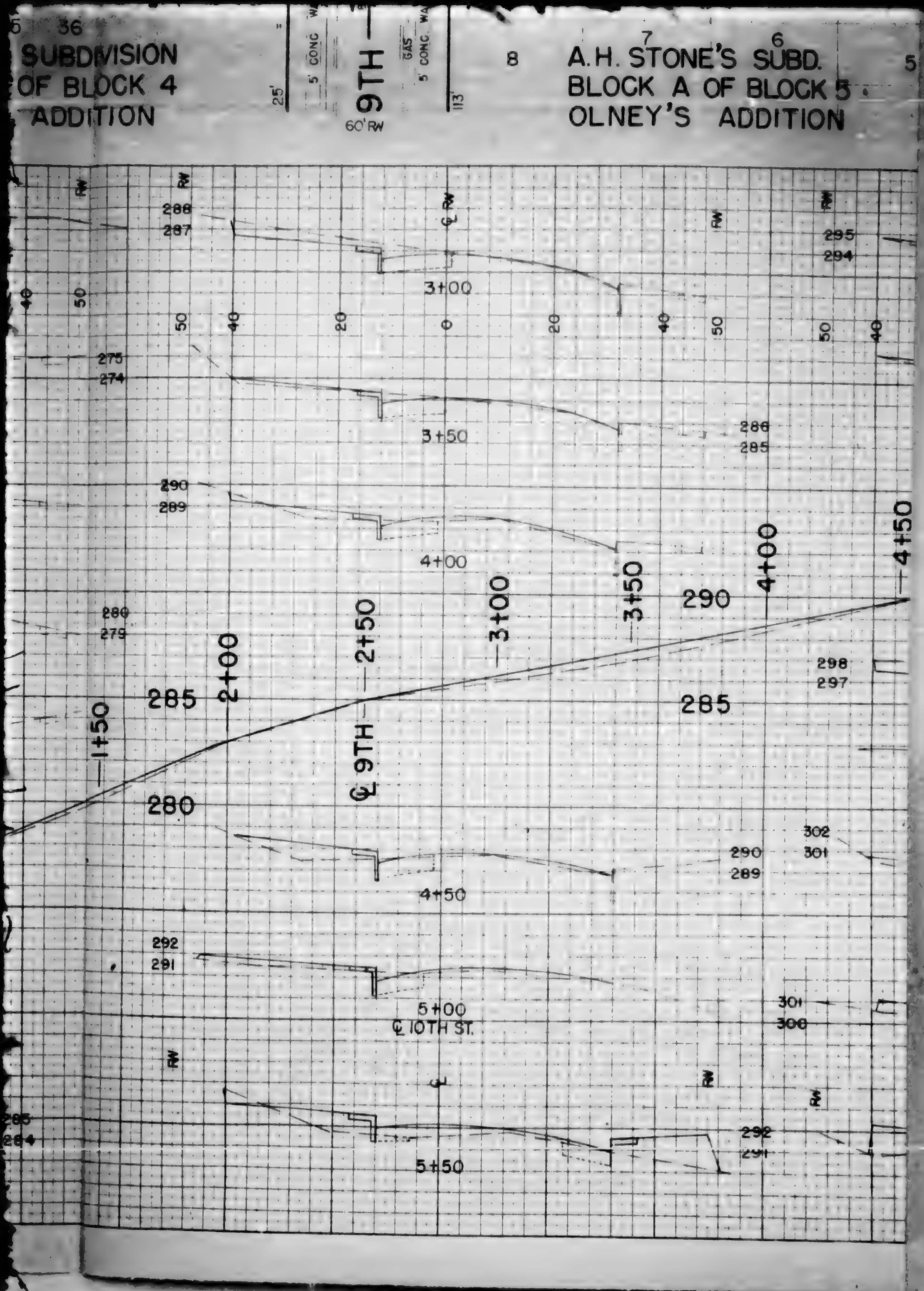
ORIGINAL SURVEY
NOTE BOOK NO. 3?

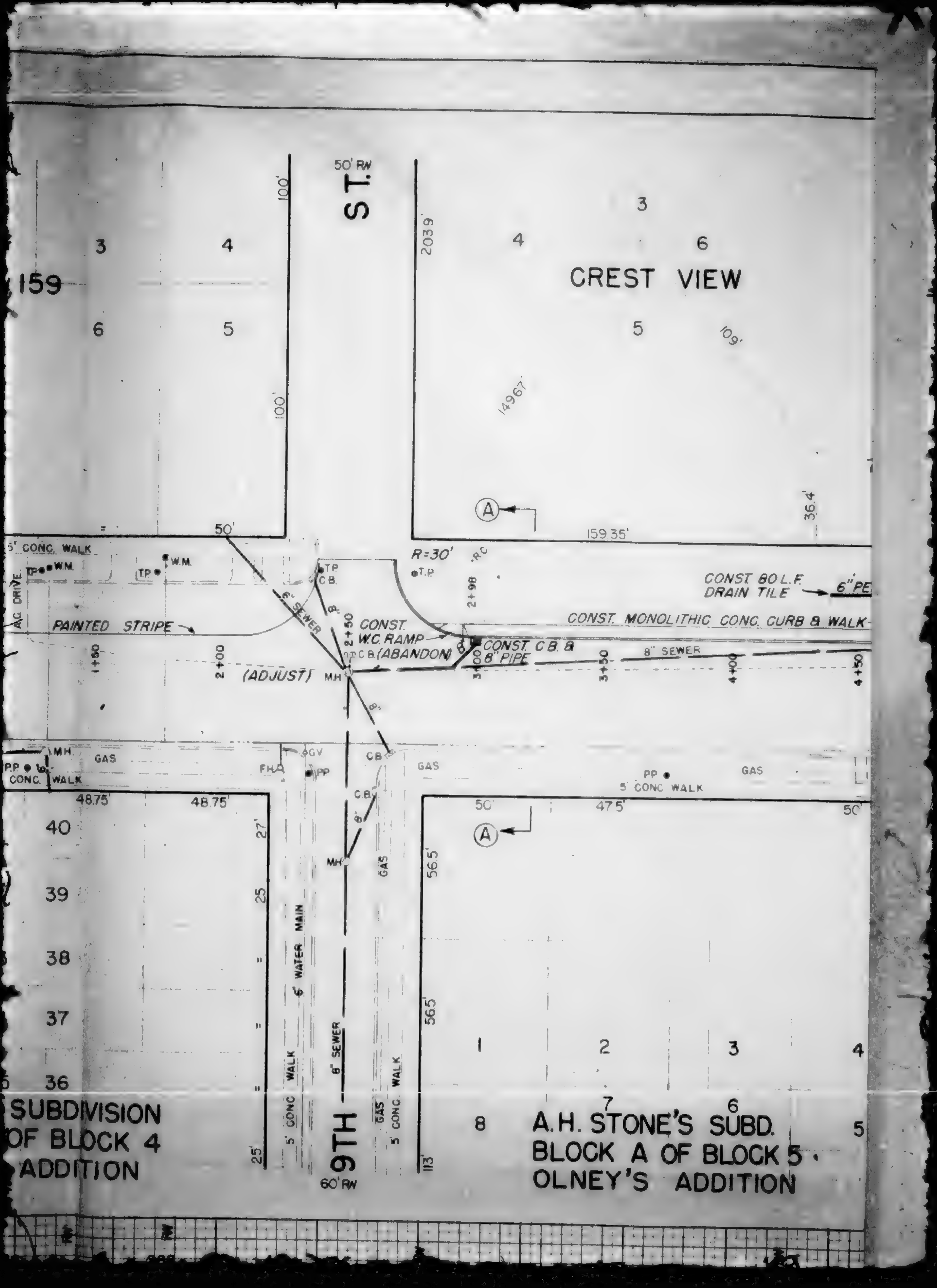
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

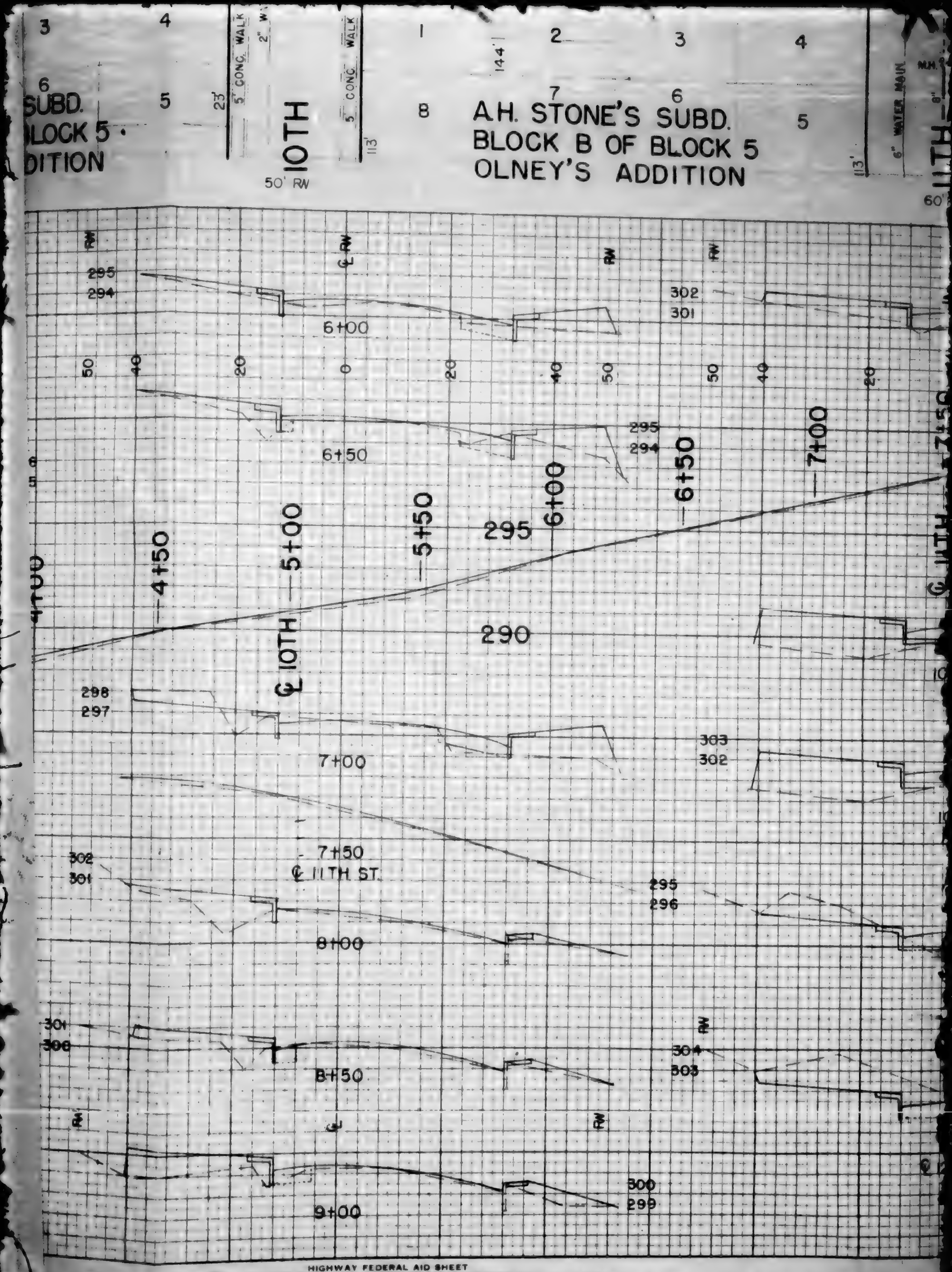

8TH
GAS
50' RW
25
RW
C RW
274
273
0+00
℄ 8TH ST.
288
287
50
40
20
0
20
40
50
50
40
275
274
0+50
279
278
290
289
1+00
280
279
1+50
285
284
2+00
285
280
275
270
2+00
1+50
1+00
0+50
0+00
FINISH GRADE
EXIST. GRADE 10' SOUTH OF ℄
℄ 8TH
292
291
C RW
RW
285
284
2+50
℄ 9TH ST.


50' RW
ST.
8TH
50' RW
100' RW
NIAGARA
159
1
2
3
8
7
6
50'
55'
45'
50'
5' CONC. WALK
6" WATER MAIN
5' CONC. WALK
12" SEWER
GAS
G.V.
M.H.
C.B.
TP
5' CONC. WALK
TP W.M.
A.C. DRIVE
PAINTED S
0+00
0(ABAN.)
C.B.
GAS
6" 0+50 SEWER
6" SEWER
1+00
1+50
8" WATER MAIN
GV
C.B.
M.H.
GAS
6"
M.H.
GAS
PP
5' CONC. WALK
GAS
5' CONC. WALK
G.V.
M.H.
8"
M.H.
8"
50'
475'
48.75'
27'
25'
8'
17'
25'
25'
1
40
2
39
3
38
4
37
5
36
6" WATER MAIN
8" SEWER
GAS
GAS
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
RW
C RW
RW
274
273
0+00
℄ 8TH ST.

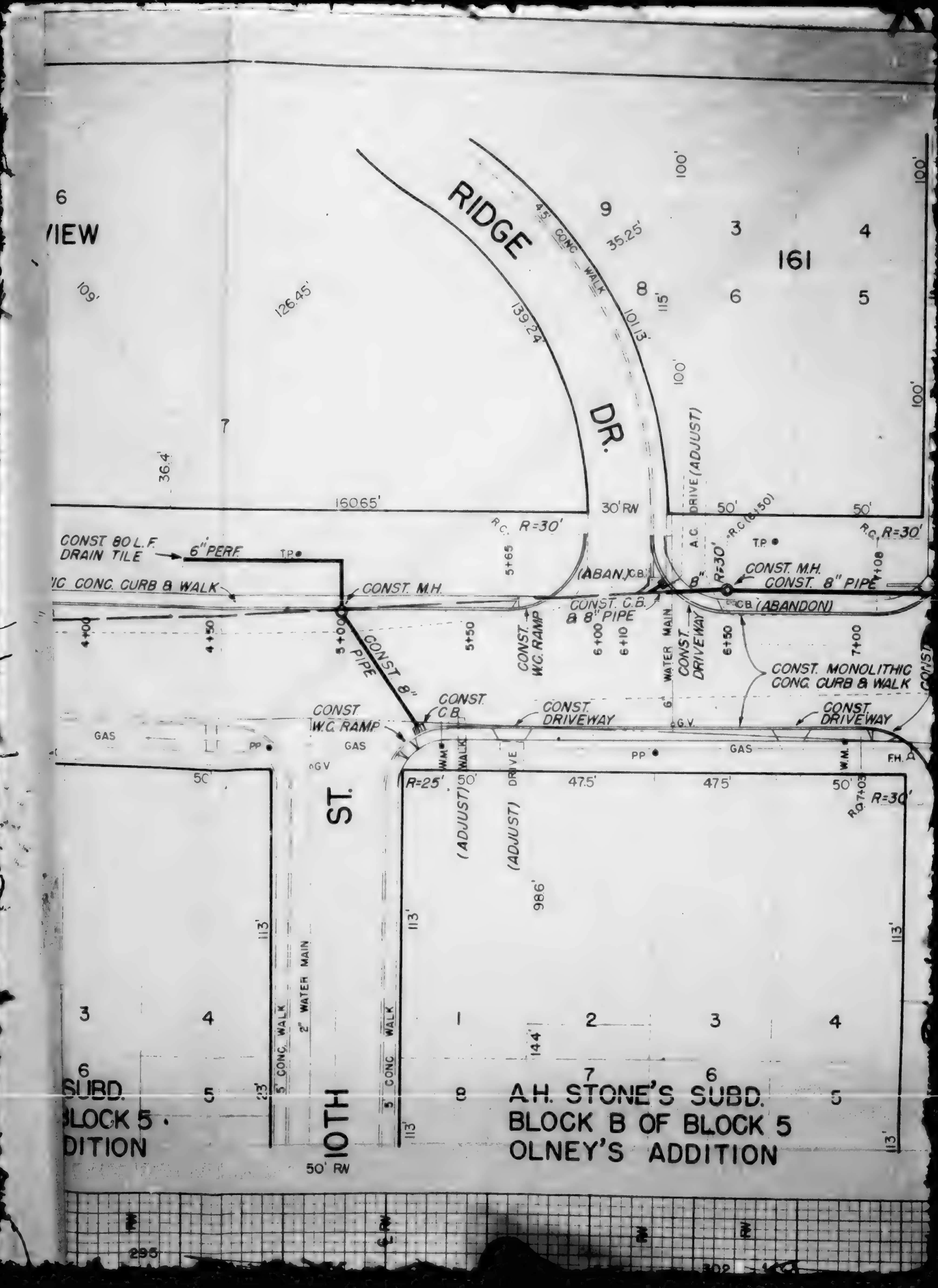
DAVIES' SUBDIVIS
TRACT 2 OF BLOC
OLNEY'S ADDITIO

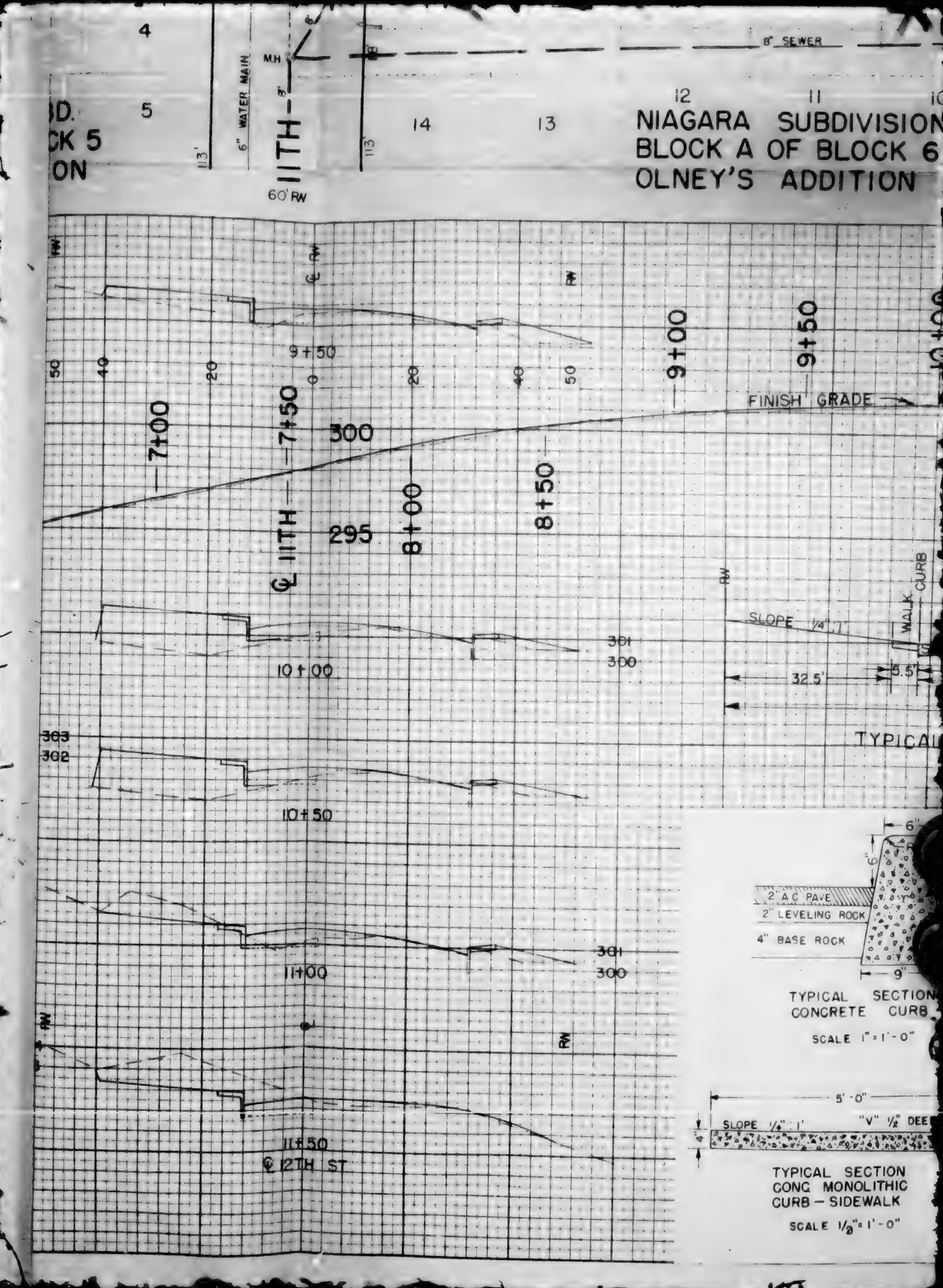
36
SUBDIVISION
OF BLOCK 4
ADDITION
25'
5' CONC. WA
9TH
60' RW
GAS
5' CONC. WA
113'
8
7
6
5
A.H. STONE'S SUBD.
BLOCK A OF BLOCK 5
OLNEY'S ADDITION
RW
℄ RW
288
287
295
294
3+00
40
50
20
0
275
274
286
285
3+50
290
289
4+00
280
279
298
297
1+50
2+00
2+50
3+00
3+50
4+00
4+50
285
290
280
℄ 9TH
302
301
4+50
292
291
5+00
℄ 10TH ST.
301
300
℄
285
284
292
291
5+50

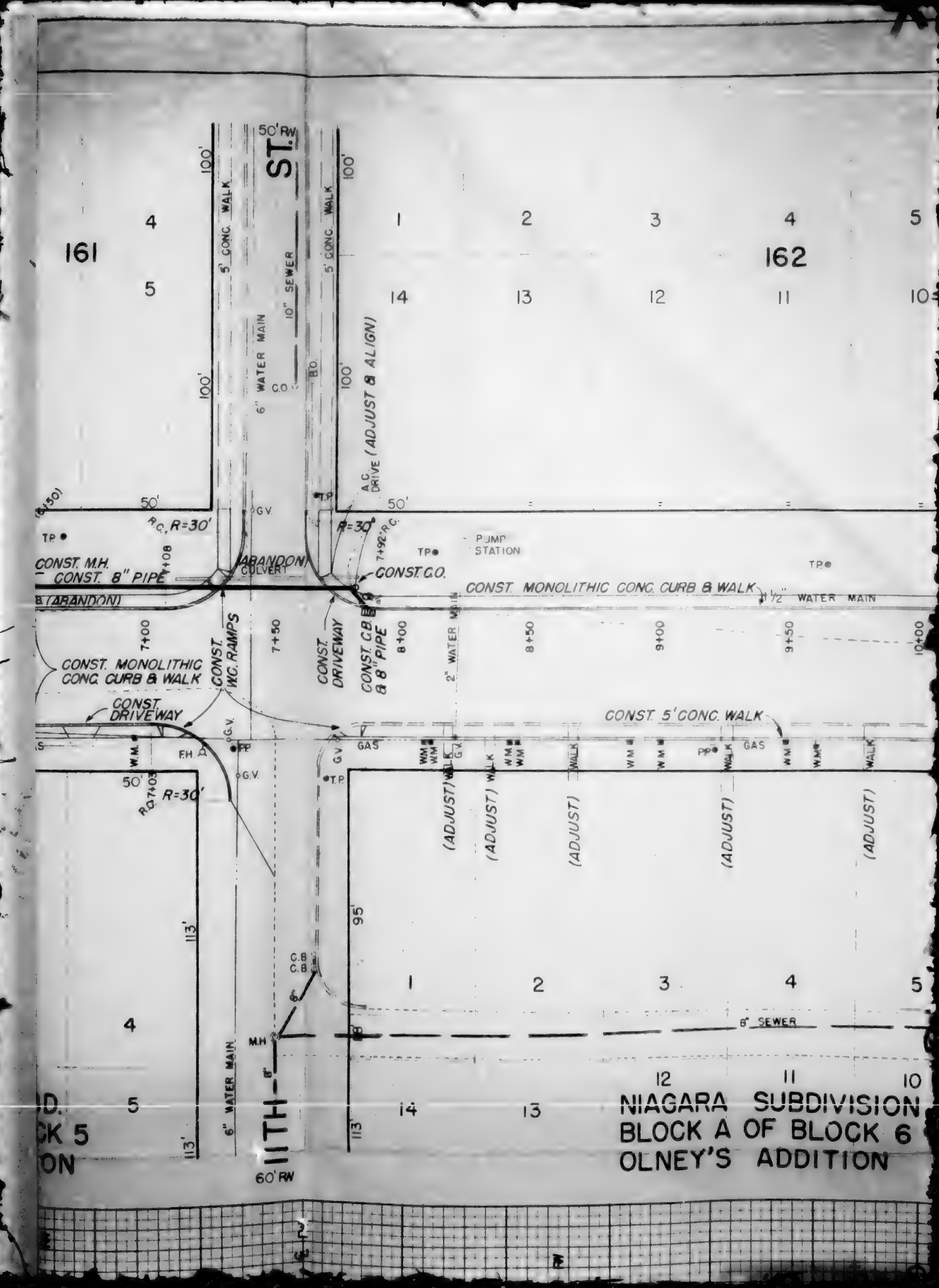

50' RW
ST.
100'
3
4
159
6
5
100'
203.9
3
4
6
CREST VIEW
5
109'
149.67
A
36.4
159.35'
50'
5' CONC. WALK
TP W.M.
T.P.
W.M.
AC DRIVE
T.P.
C.B.
R=30'
R.C.
T.P.
2+98
CONST. 80 L.F. DRAIN TILE
6" PE
6" SEWER
8"
2+50
CONST. W.C. RAMP
CONST. MONOLITHIC CONC. CURB & WALK
PAINTED STRIPE
C.B. (ABANDON)
CONST. C.B. & 8" PIPE
8" SEWER
1+50
2+00
(ADJUST)
M.H.
3+00
3+50
4+00
4+50
8"
M.H.
GAS
GV
C.B.
GAS
PP
5' CONC. WALK
GAS
P.P.
CONC. WALK
F.H.
PP
48.75'
48.75'
C.B.
50'
47.5'
50'
40
27'
A
8"
M.H.
GAS
56.5'
39
25
38
6" WATER MAIN
37
56.5'
8" SEWER
1
2
3
4
36
WALK
WALK
SUBDIVISION OF BLOCK 4 ADDITION
5' CONC.
GAS
5' CONC.
8
7
6
5
A.H. STONE'S SUBD.
BLOCK A OF BLOCK 5
OLNEY'S ADDITION
25'
9TH
113'
60' RW

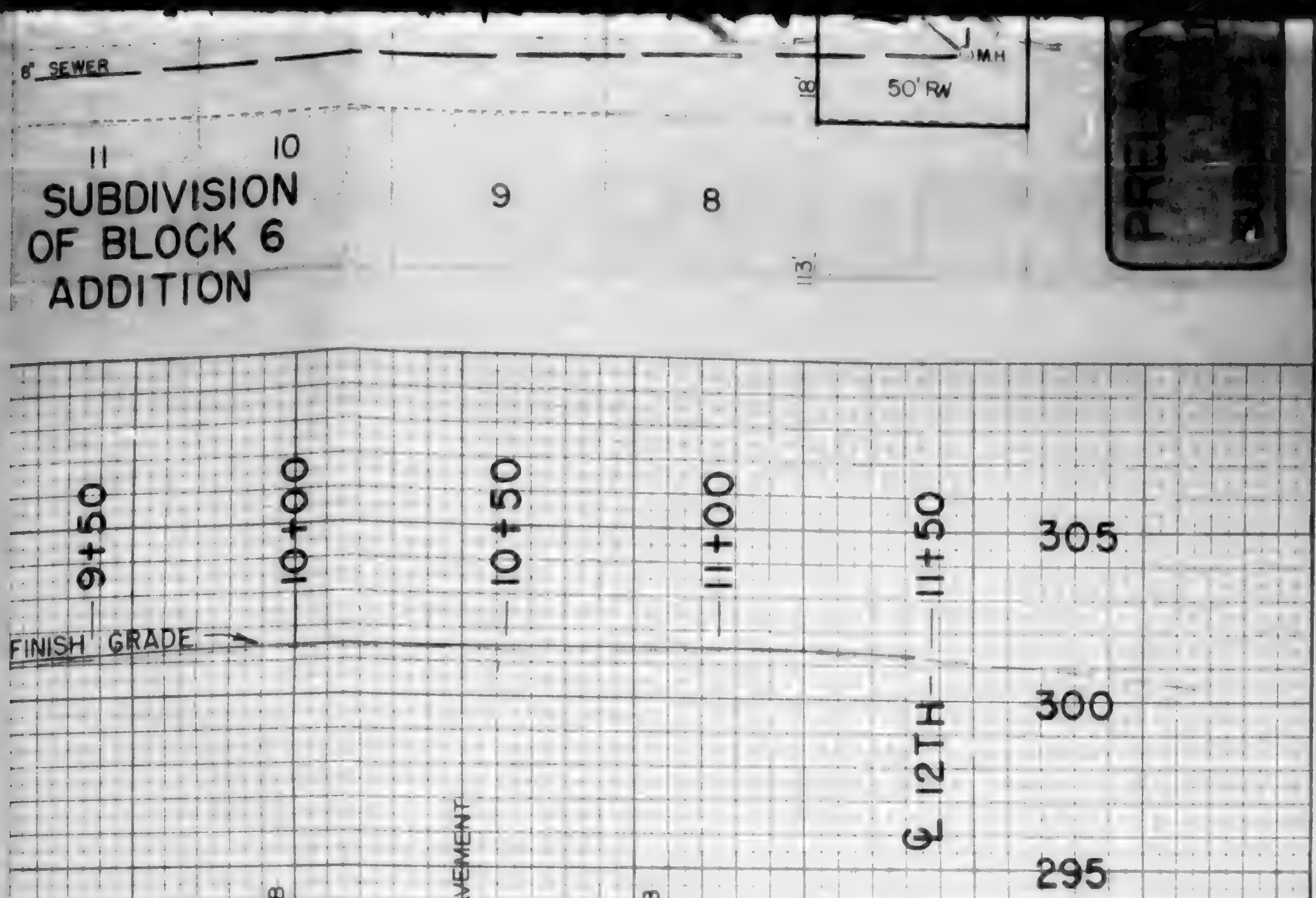

3
4
6
5
SUBD.
BLOCK 5
DITION
23'
5' CONC. WALK
2" W.
10TH
50' RW
5' CONC. WALK
113'
1
2
3
4
144'
8
7
6
5
A.H. STONE'S SUBD.
BLOCK B OF BLOCK 5
OLNEY'S ADDITION
113'
6" WATER MAIN
8"
M.H.
11TH
60'
RW
℄ RW
RW
RW
295
294
6+00
302
301
50
40
20
0
20
40
50
50
40
20
6+50
295
294
6
5
4+00
4+50
5+00
5+50
6+00
6+50
7+00
7+50
295
290
℄ 10TH
℄ 11TH
298
297
7+00
303
302
10
7+50
℄ 11TH ST.
302
301
295
296
8+00
301
300
8+50
RW
304
303
RW
℄
RW
300
299
9+00
℄

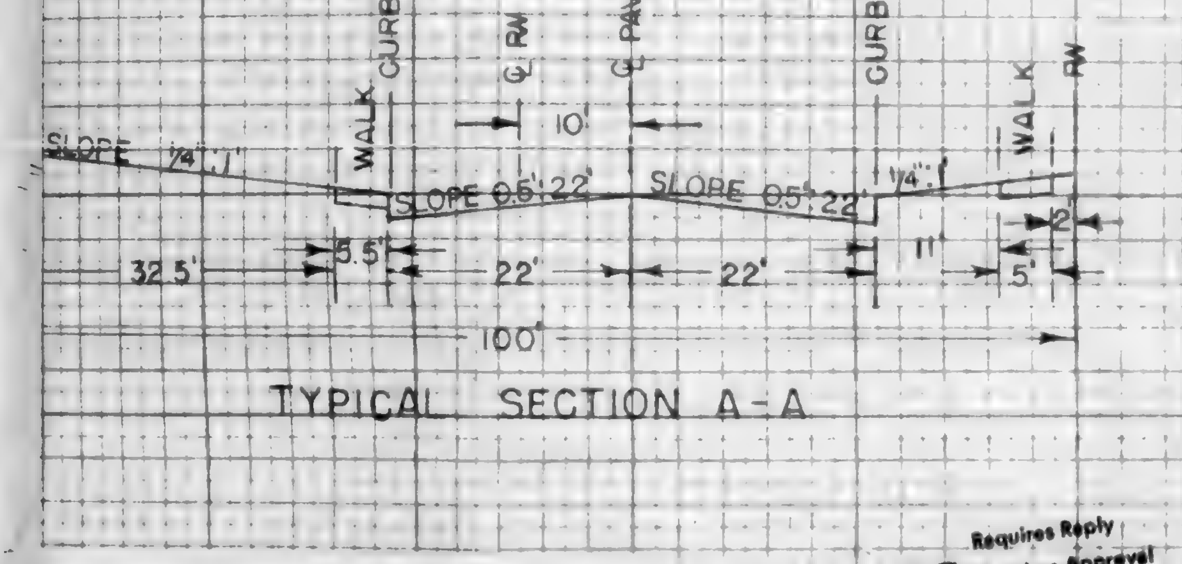
HIGHWAY FEDERAL AID SHEET
PLAN & SINGLE PLAN AND CROSS SECTION-FULL LINE


RIDGE
DR.
10TH
ST.
50' RW
30' RW
VIEW
6
7
9
8
3
4
6
5
161
109'
126.45'
139.24'
4.5' CONC. WALK
35.25'
101.13'
115'
100'
100'
100'
100'
36.4'
160.65'
50'
50'
R.C. R=30'
R.C. (6+50)
R.C. R=30'
R=30'
CONST 80 L.F. DRAIN TILE
6" PERF.
T.P.
T.P.
IC CONC. CURB & WALK
CONST. M.H.
(ABAN.) C.B.
8"
CONST. M.H.
CONST. 8" PIPE
CONST. C.B. & 8" PIPE
C.B. (ABANDON)
DRIVE (ADJUST)
A.C.
4+00
4+50
5+00
5+50
5+65
6+00
6+10
6+50
7+00
7+08
CONST 8" PIPE
CONST. W.C. RAMP
WATER MAIN
6"
CONST. DRIVEWAY
CONST. MONOLITHIC CONC. CURB & WALK
CONST.
CONST. C.B.
CONST. W.C. RAMP
CONST. DRIVEWAY
CONST. DRIVEWAY
GAS
GAS
GAS
PP
PP
G.V.
G.V.
W.M.
W.M.
F.H.
R=25'
50'
50'
47.5'
47.5'
50'
R.C. 7+03
R=30'
(ADJUST) WALK
(ADJUST) DRIVE
98.6'
113'
113'
113'
113'
113'
113'
5' CONC. WALK
2" WATER MAIN
5' CONC. WALK
14.4'
3
4
6
5
1
2
3
4
8
7
6
5
SUBD.
BLOCK 5
DITION
A.H. STONE'S SUBD.
BLOCK B OF BLOCK 5
OLNEY'S ADDITION
RW
RW
RW
RW
295
302

4
5
BD.
CK 5
ON
13'
6" WATER MAIN
M.H.
8"
11TH
60' RW
113'
8" SEWER
14
13
12
11
10
NIAGARA SUBDIVISION
BLOCK A OF BLOCK 6
OLNEY'S ADDITION
RW
℄ RW
9+50
50
40
20
0
20
40
50
9+00
9+50
FINISH GRADE
7+00
7+50
300
295
℄ 11TH
8+00
8+50
RW
SLOPE 1/4" 1'
WALK
CURB
301
300
10+00
32.5'
5.5'
TYPICAL
303
302
10+50
301
300
11+00
RW
RW
11+50
℄ 12TH ST
6"
6"
2" A.C. PAVE
2" LEVELING ROCK
4" BASE ROCK
9"
TYPICAL SECTION
CONCRETE CURB
SCALE 1" = 1'-0"
5'-0"
SLOPE 1/4" 1'
"V" 1/2" DEE
4"
TYPICAL SECTION
CONC MONOLITHIC
CURB – SIDEWALK
SCALE 1/8" = 1'-0"


50' RW
ST.
100'
5' CONC. WALK
10" SEWER
6" WATER MAIN
C.O.
B.O.
A.C. DRIVE (ADJUST & ALIGN)
161
162
1
2
3
4
5
14
13
12
11
10
50'
T.P.
R.C. R=30'
R=30'
7+92 R.C.
7+08
G.V.
PUMP STATION
CONST. M.H.
CONST. 8" PIPE
(ABANDON)
CULVERT
(ABANDON)
CONST. C.O.
CONST. MONOLITHIC CONC. CURB & WALK
1 1/2" WATER MAIN
7+00
7+50
8+00
8+50
9+00
9+50
10+00
2" WATER MAIN
CONST. MONOLITHIC CONC. CURB & WALK
CONST. W.C. RAMPS
CONST. DRIVEWAY
CONST. C.B. & 8" PIPE
CONST. DRIVEWAY
CONST. 5' CONC. WALK
GAS
W.M.
F.H.
P.P.
WALK
(ADJUST)
R.C. 7+03
R=30'
113'
95'
C.B.
C.B.
M.H.
8"
8" SEWER
6" WATER MAIN
11TH
60' RW
NIAGARA SUBDIVISION
BLOCK A OF BLOCK 6
OLNEY'S ADDITION
CK 5
ON


8" SEWER
M.H.
50' RW
18
11
10
SUBDIVISION OF BLOCK 6 ADDITION
9
8
113
PREL
9+50
10+00
10+50
11+00
11+50
305
300
295
FINISH GRADE
℄ 12TH

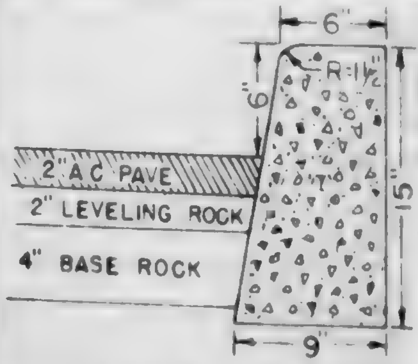

WALK
CURB
℄ RW
℄ PAVEMENT
CURB
WALK
RW
10'
SLOPE 1/4":1'
SLOPE 0.5':22'
SLOPE 0.5':22'
1/4":1'
32.5'
5.5'
22'
22'
1'
11'
5'
2'
100'

TYPICAL SECTION A-A

LEGEND

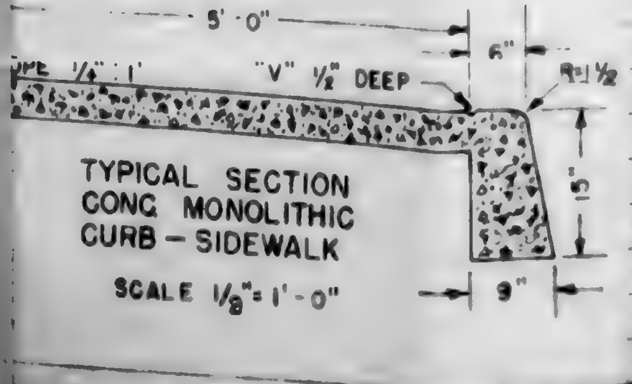
- ● T.P. = TELEPHONE POLE
- ● P.P. = POWER POLE
- ● A.P. = ANCHOR POLE
- ☋ F.H = FIRE HYDRANT
- ○ G.V. = GATE VALVE
- ○ B.O. = BLOW OFF
- ■ W.M. = WATER METER
- M.H. = MANHOLE
- ☐ C.O. = CLEAN OUT
- ▣ C.B = CATCH BASIN
- -GAS- = NATURAL GAS MAIN
- ☐ W.C = WHEELCHAIR RAMP
- = EDGE EXIST PAVEMENT

RECEIVED
FEB 18 1975
COUNTY
CITY
UNIT
Hopkins
Herwell
Holmes
Prange
Unrein
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other


6"
R=1½
6"
2" A.C. PAVE
2" LEVELING ROCK
4" BASE ROCK
15"
9"

TYPICAL SECTION CONCRETE CURB

SCALE 1" = 1'-0"


5'-0"
6"
SLOPE 1/4":1'
"V" 1/2" DEEP
R=1½
15"
9"

TYPICAL SECTION CONC MONOLITHIC CURB – SIDEWALK

SCALE 1/8" = 1'-0"

CITY OF ASTORIA
CLATSOP COUNTY, OREGON

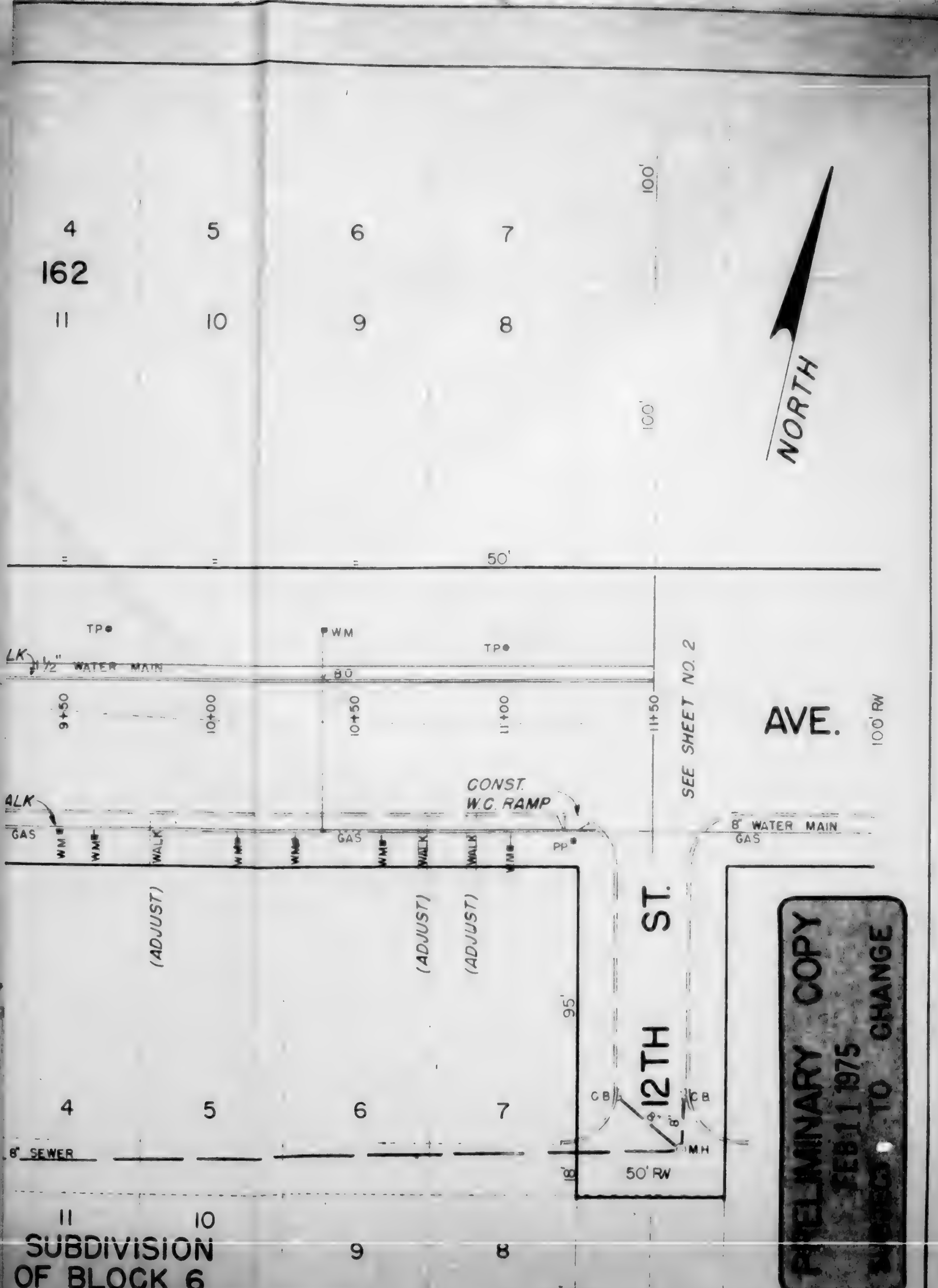
WIDENING NIAGARA AVE.
8TH ST. TO 12TH ST.
PLAN & PROFILE

PLAN SCALE 1" = 40'
PROFILE SCALE 1" = 40' HORZ. 1" = 5' VERT.
X-SECTION SCALE 1" = 20' HORZ. 1" = 5' VERT.

DRAWN BY VK
CHECKED BY ______

JANUARY 20, 1975

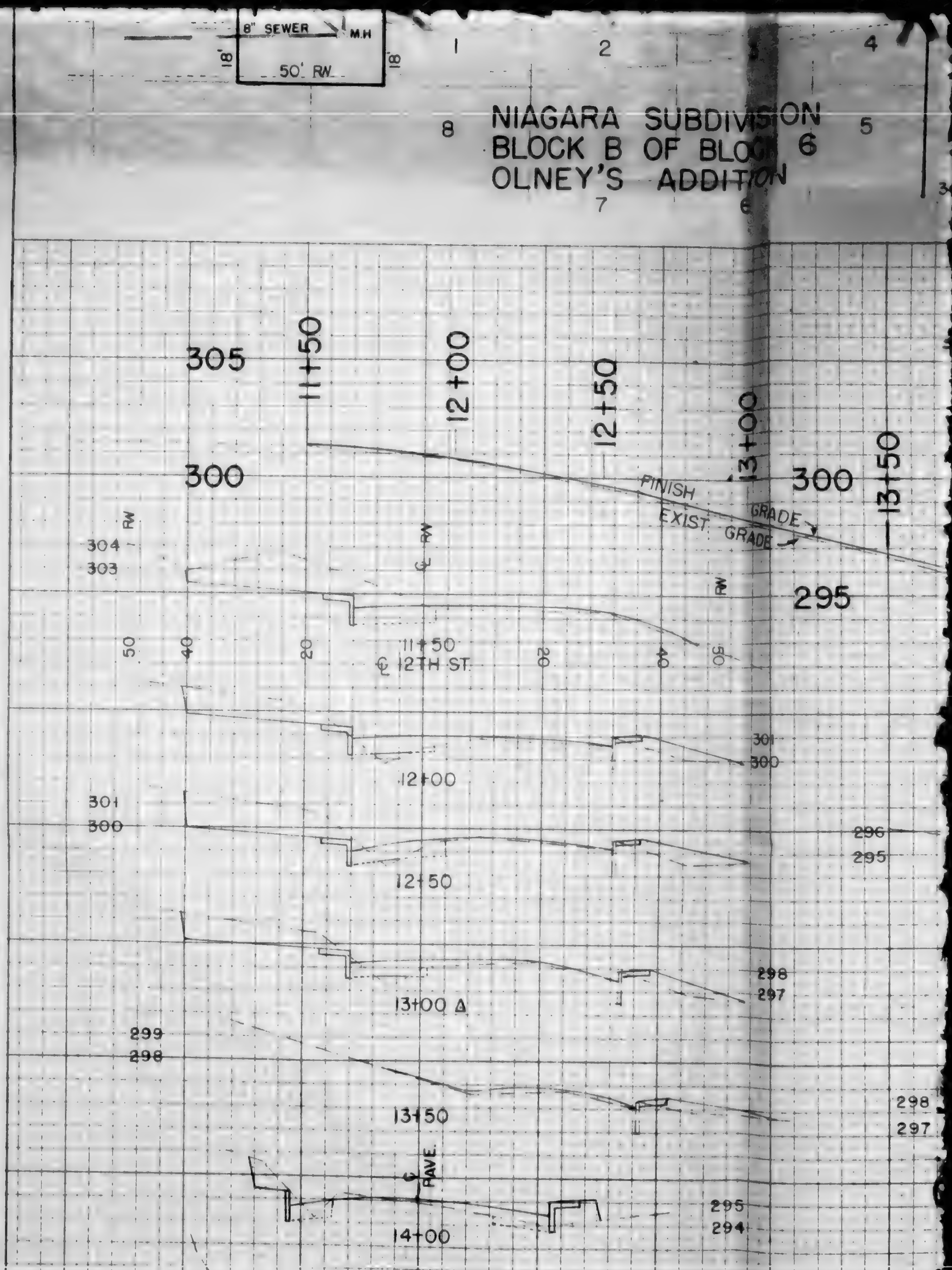
SHEET 1 OF 2


100'
4
5
6
7
162
11
10
9
8
NORTH
100'
50'
TP
WM
TP
LK
1 1/2" WATER MAIN
80
9+50
10+00
10+50
11+00
11+50
SEE SHEET NO. 2
AVE.
100' RW
CONST.
W.C. RAMP
ALK
GAS
WM
WM
WALK
WM
WM
GAS
WM
WALK
WALK
WM
PP
8" WATER MAIN
GAS
(ADJUST)
(ADJUST)
(ADJUST)
ST.
95'
12TH
CB
CB
8"
8"
4
5
6
7
8" SEWER
MH
18'
50' RW
11
10
SUBDIVISION
OF BLOCK 6
ADDITION
9
8
113'

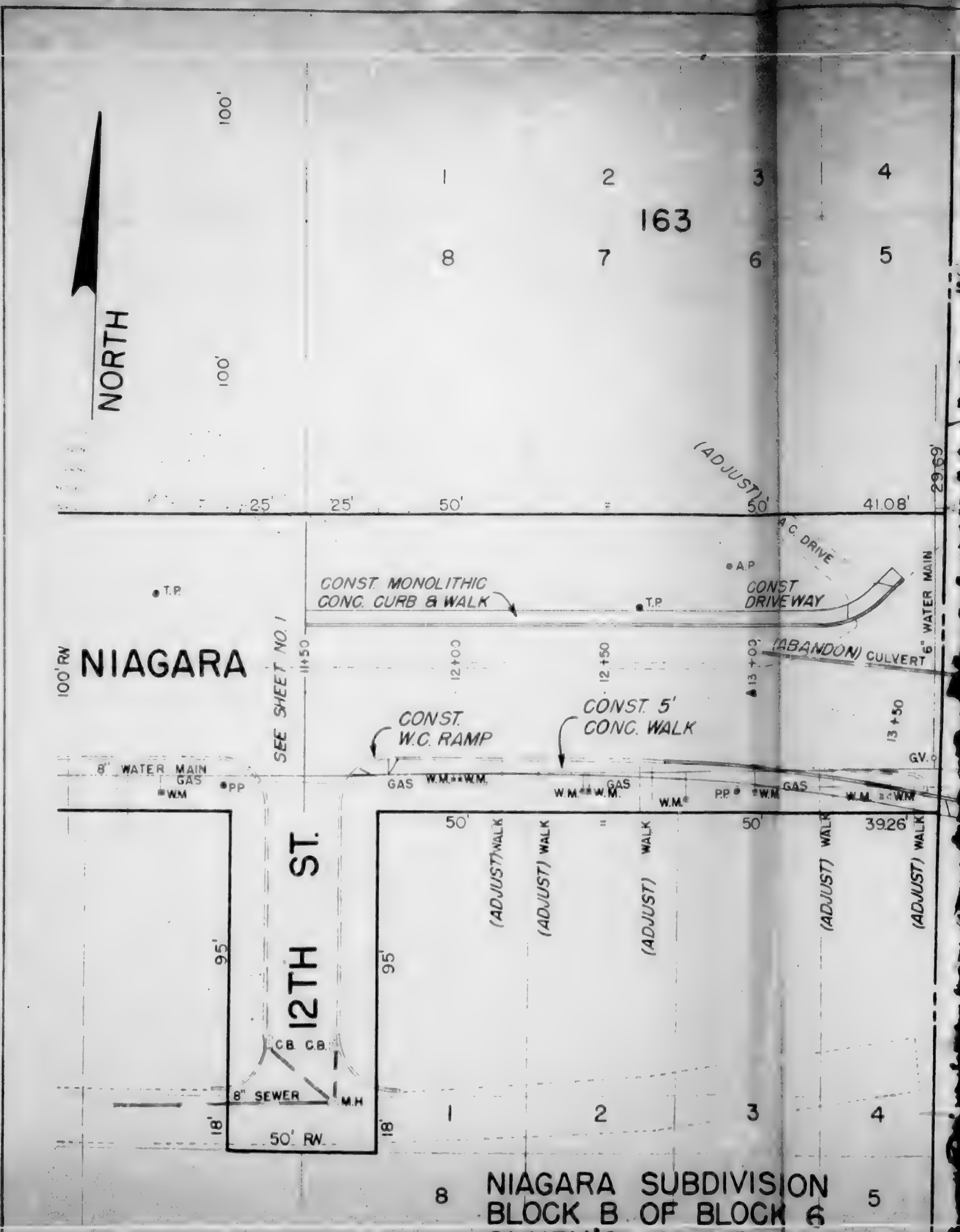
PRELIMINARY COPY
FEB 11 1975
SUBJECT TO CHANGE

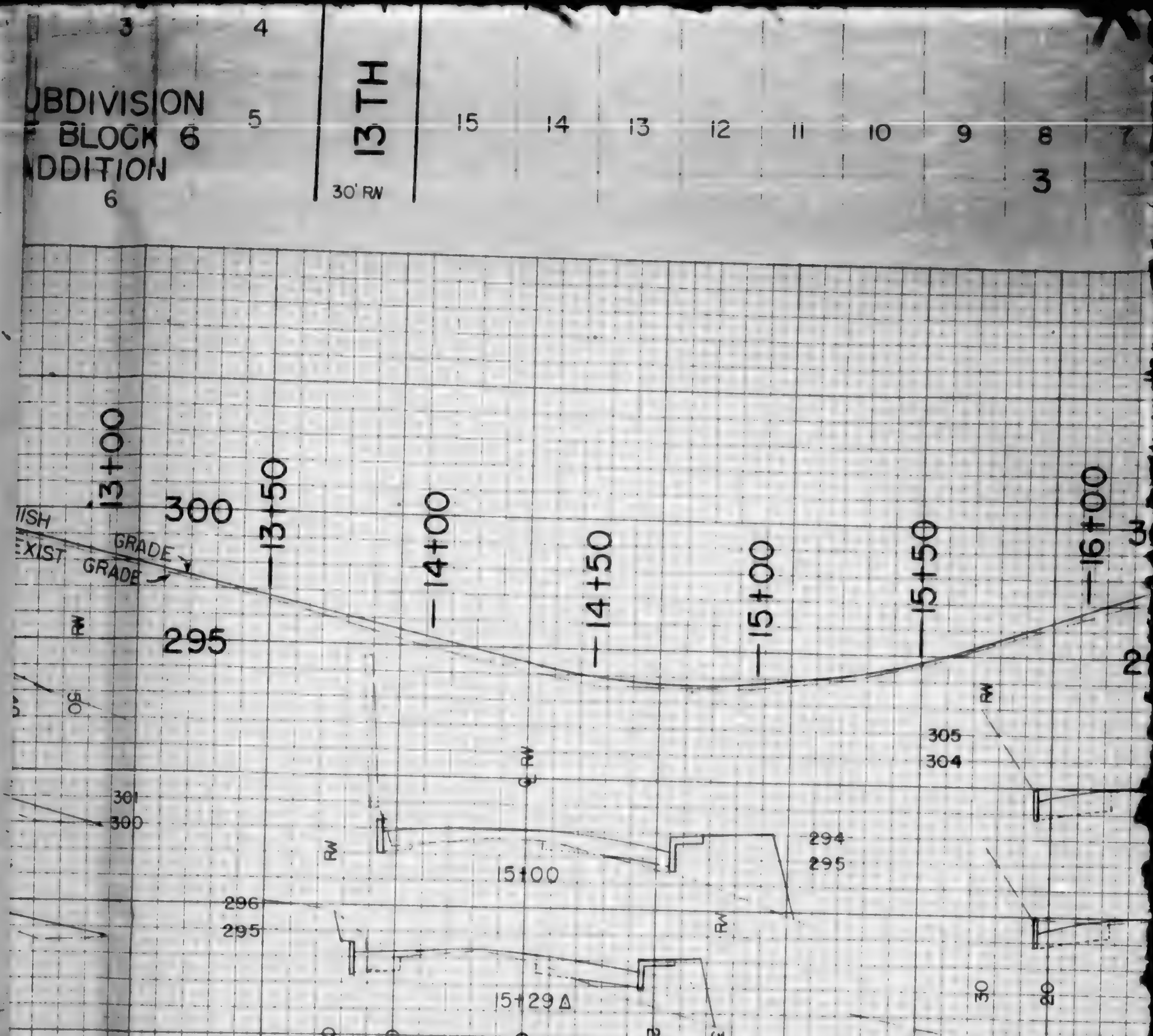
ORIGINAL SURVEY
NOTE BOOK
NO 3

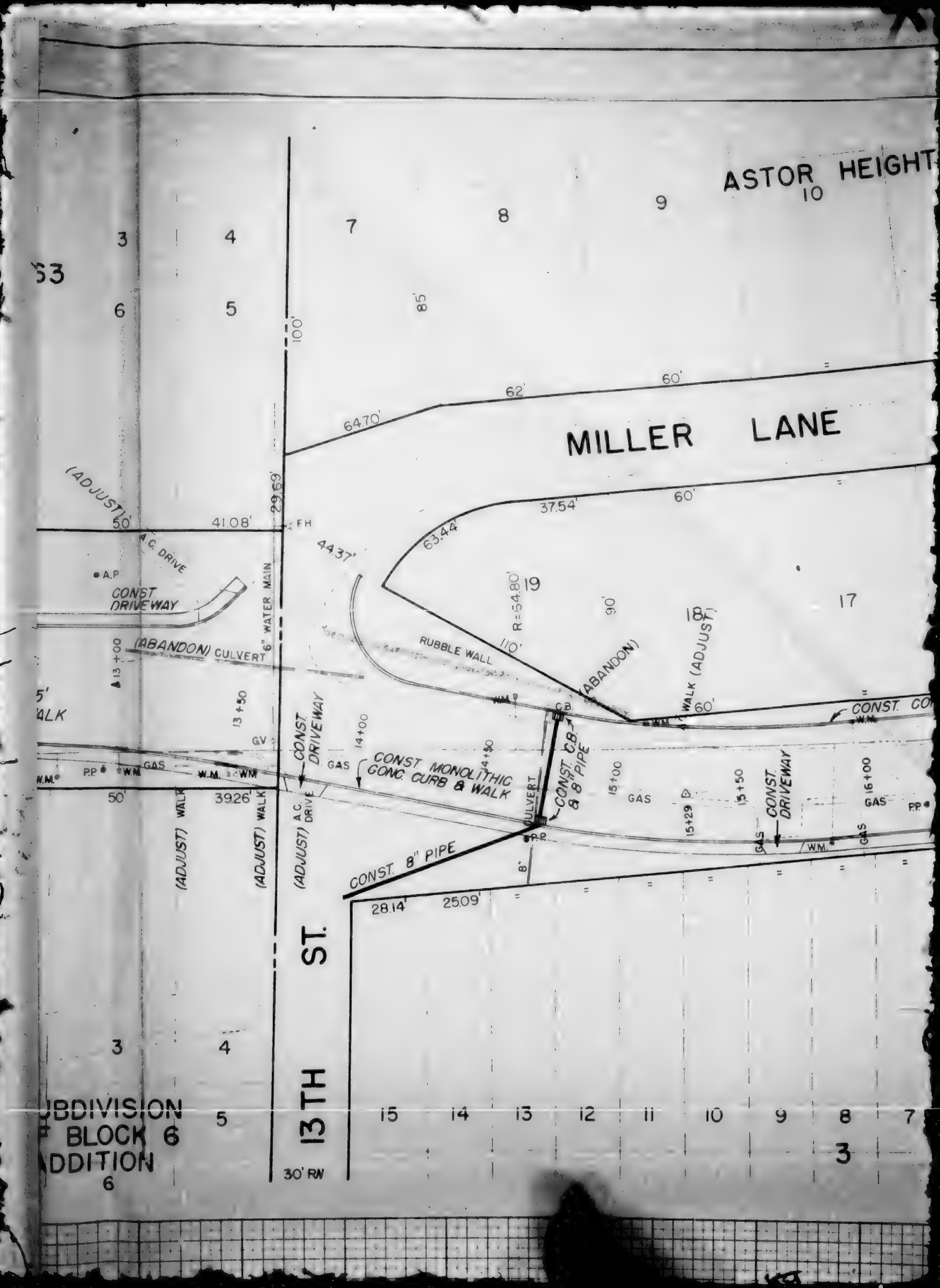
	BY	DATE
SURVEYED	[illegible]	[illegible]
PLOTTED	[illegible]	[illegible]
TEMPLATE	[illegible]	[illegible]
AREAS	[illegible]	[illegible]
AREAS CHECKED		

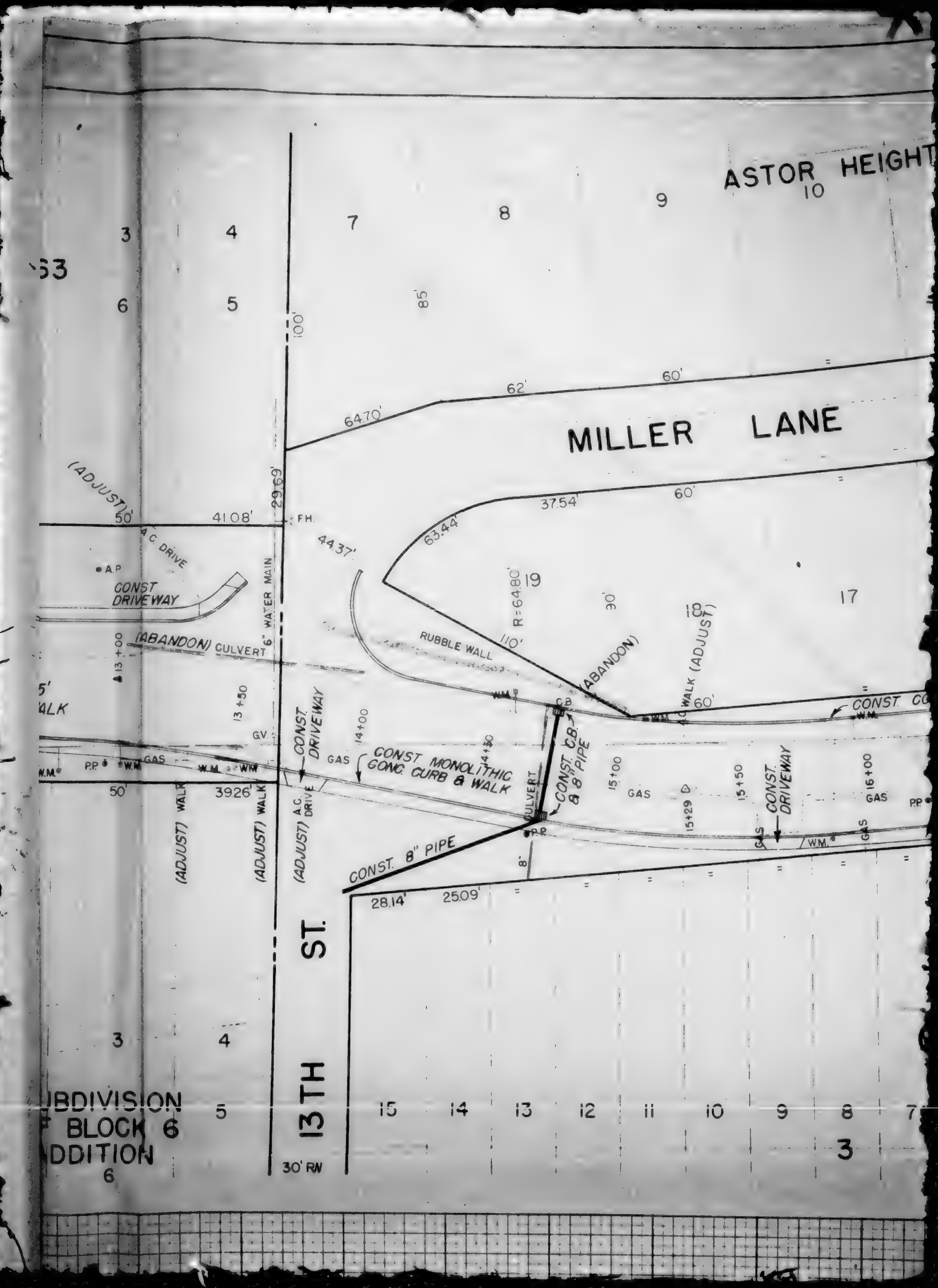

8" SEWER
M.H
18'
50' RW
18'
1
2
3
4
8
NIAGARA SUBDIVISION
BLOCK B OF BLOCK 6
OLNEY'S ADDITION
5
7
6
305
300
295
11+50
12+00
12+50
13+00
13+50
FINISH GRADE
EXIST. GRADE
RW
℄ RW
RW
304
303
50
40
20
20
40
50
11+50
℄ 12TH ST.
301
300
12+00
301
300
296
295
12+50
298
297
13+00 Δ
299
298
13+50
298
297
℄ RAVE.
295
294
14+00
295
294
14+50
302
301

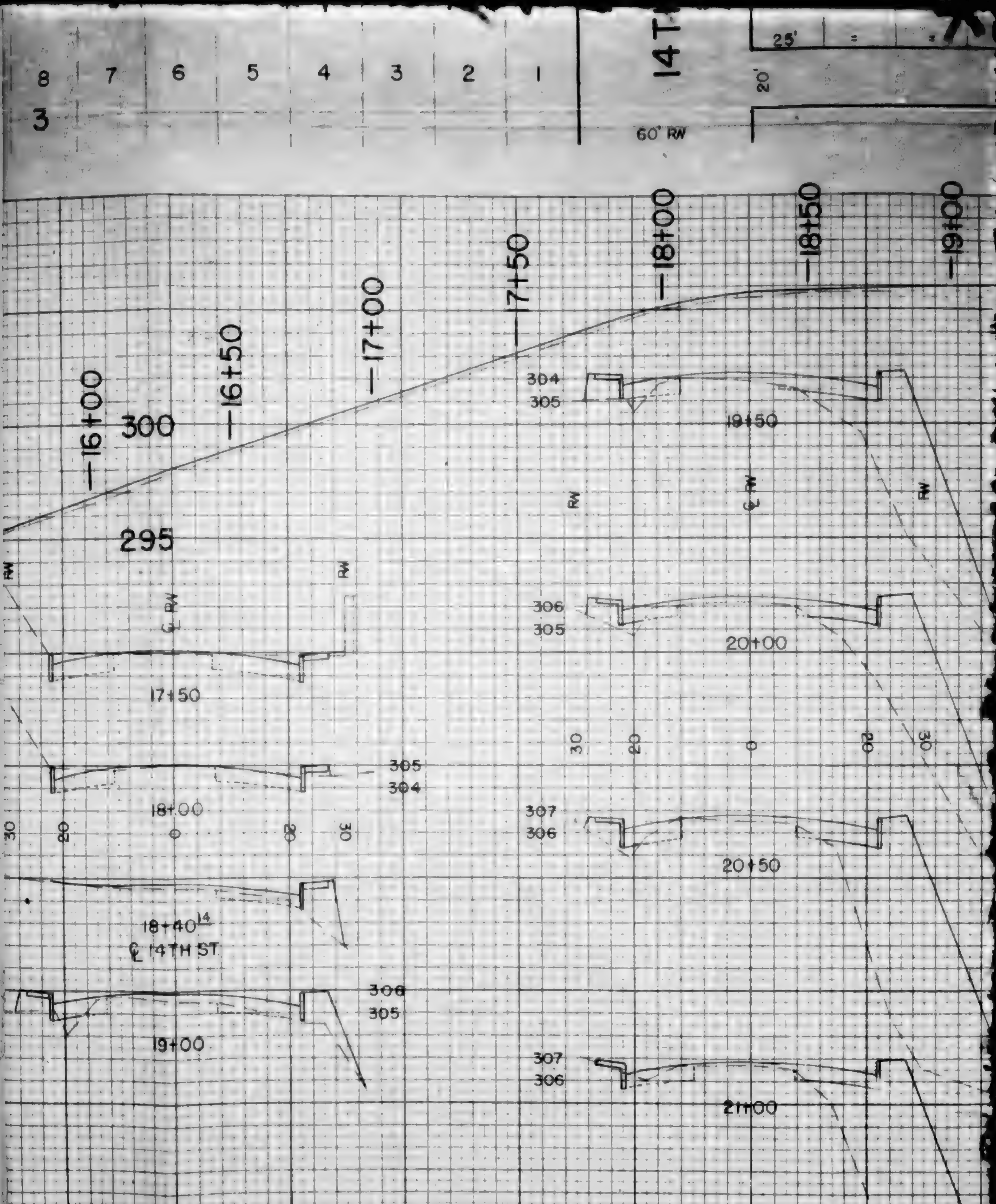
FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		


NORTH
100'
100'
1
2
3
4
163
8
7
6
5
(ADJUST) 50'
25'
25'
50'
41.08'
29.69'
A.C. DRIVE
A.P.
T.P.
CONST. MONOLITHIC CONC. CURB & WALK
T.P.
CONST DRIVEWAY
6" WATER MAIN
(ABANDON) CULVERT
100' R/W
NIAGARA
SEE SHEET NO. 1
11+50
12+00
12+50
13+00
13+50
CONST. W.C. RAMP
CONST. 5' CONC. WALK
GV.
8" WATER MAIN
GAS
W.M.
PP
GAS
W.M.
W.M.
W.M.
W.M.
GAS
W.M.
P.P.
W.M.
GAS
W.M.
W.M.
50'
50'
39.26'
(ADJUST) WALK
(ADJUST) WALK
(ADJUST) WALK
(ADJUST) WALK
(ADJUST) WALK
12TH ST.
95'
95'
C.B.
C.B.
8" SEWER
M.H.
18'
18'
50' RW.
1
2
3
4
8
5
7
6
NIAGARA SUBDIVISION
BLOCK B OF BLOCK 6
OLNEY'S ADDITION
50
0

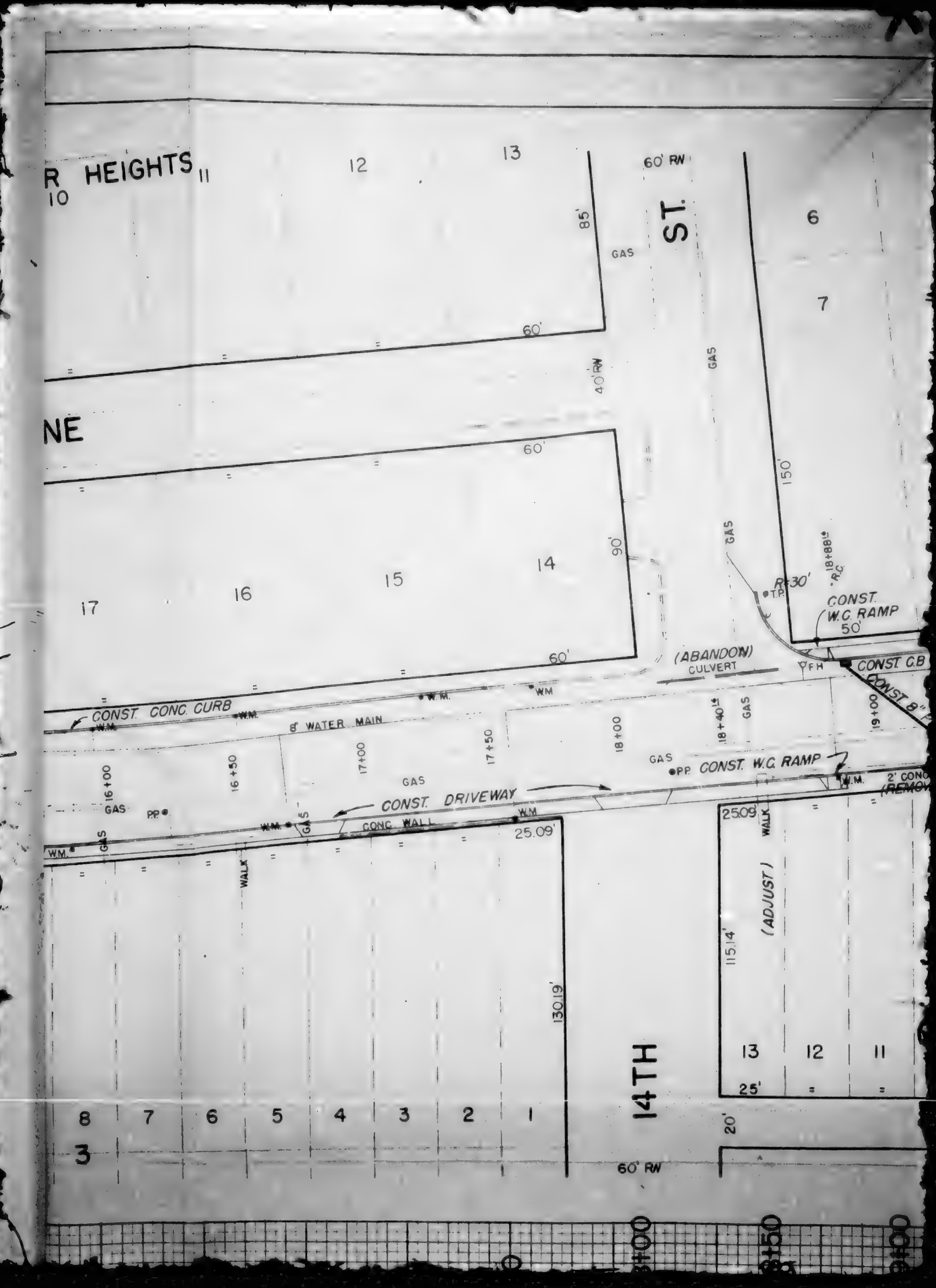

UBDIVISION
F BLOCK 6
DDITION
13 TH
30' RW
13+00
13+50
14+00
14+50
15+00
15+50
16+00
ISH
GRADE
EXIST GRADE
RW
RW
℄ RW
15+00
RW
15+29 Δ
15+50
16+00
16+50
17+00
RW
PLA

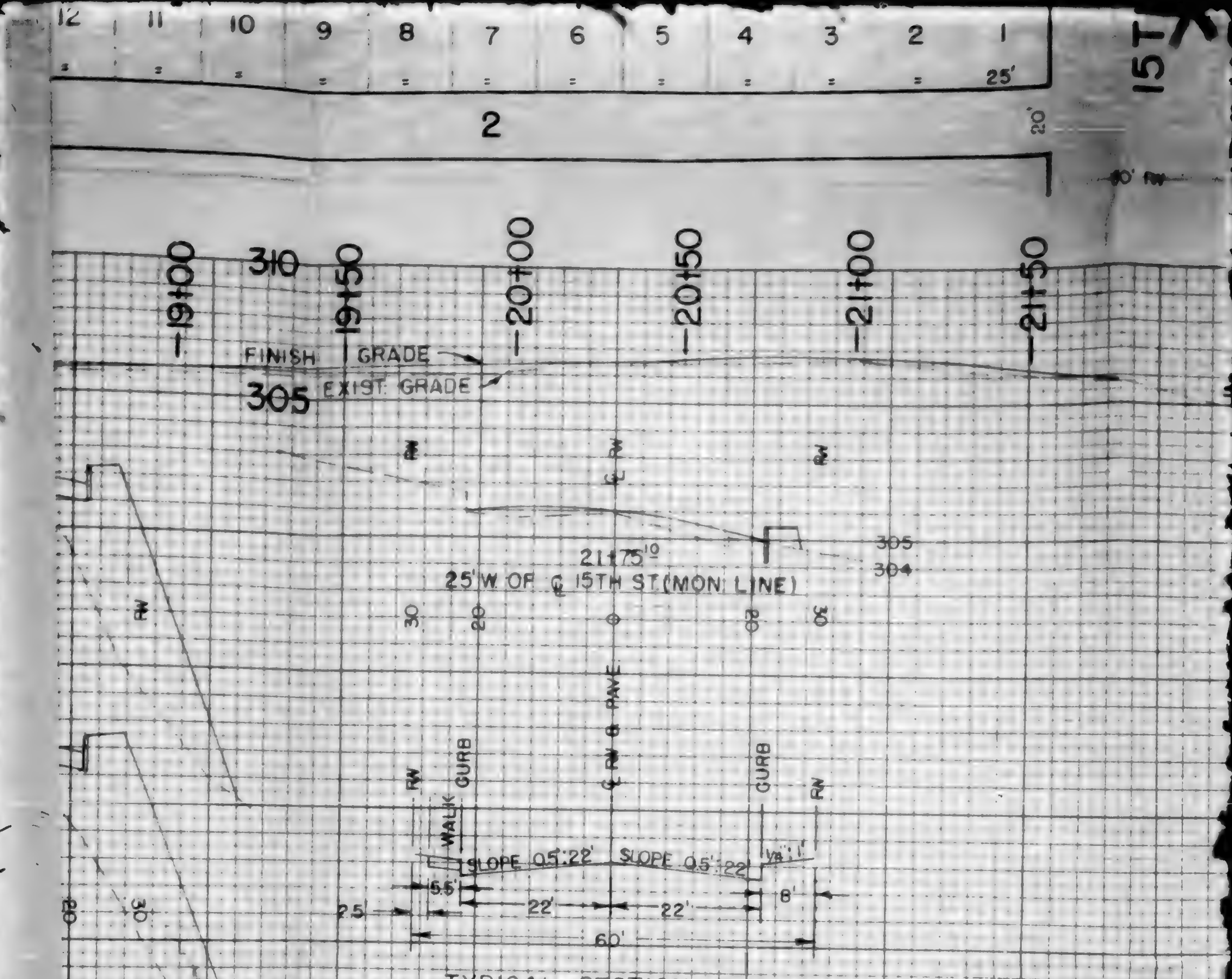

ASTOR HEIGHT
10
9
8
7
3
4
63
6
5
85'
100'
64.70'
62'
60'
MILLER LANE
60'
37.54'
63.44'
29.69
(ADJUST)
50'
41.08'
F.H.
44.37'
A.C. DRIVE
A.P.
CONST. DRIVEWAY
6" WATER MAIN
R=64.80'
19
90'
18
17
110'
13+00
(ABANDON) CULVERT
RUBBLE WALL
(ABANDON)
WALK (ADJUST)
W.M.
C.B.
60'
CONST. CO
5'
WALK
13+50
CONST. DRIVEWAY
14+00
GV
CONST. MONOLITHIC CONC. CURB & WALK
14+50
CONST. C.B. & 8" PIPE
15+00
15+29
15+50
CONST. DRIVEWAY
16+00
GAS
W.M.
P.P.
50'
39.26'
(ADJUST) WALK
(ADJUST) WALK
(ADJUST) A.C. DRIVE
CULVERT
CONST. 8" PIPE
8'
28.14'
25.09'
13TH ST.
30' RW
3
4
UBDIVISION
F BLOCK 6
ADDITION
5
6
15
14
13
12
11
10
9
8
7
3


ASTOR HEIGHT
MILLER LANE
13TH ST.
30' RW
SUBDIVISION
BLOCK 6
ADDITION
63
3
4
7
8
9
10
6
5
85'
100'
62'
60'
64.70'
(ADJUST)
50'
41.08'
29.69'
F.H.
A.C. DRIVE
44.37'
63.44
37.54'
60'
A.P.
CONST DRIVEWAY
6" WATER MAIN
R=64.80'
19
90'
18
17
(ABANDON) CULVERT
13+00
RUBBLE WALL
110'
(ABANDON)
WALK (ADJUST)
5' WALK
13+50
W.M.
C.B.
60'
CONST. CO
GV.
CONST. DRIVEWAY
14+00
14+50
CONST. C.B. & 8" PIPE
W.M.
P.P.
GAS
CONST. MONOLITHIC CONC. CURB & WALK
CULVERT
15+00
GAS
15+29
15+50
CONST. DRIVEWAY
16+00
GAS
P.P.
50'
39.26'
(ADJUST) WALK
(ADJUST) WALK
(ADJUST) A.C. DRIVE
P.P.
CONST. 8" PIPE
8'
GAS
W.M.
28.14'
25.09'
3
4
5
6
15
14
13
12
11
10
9
8
7
3

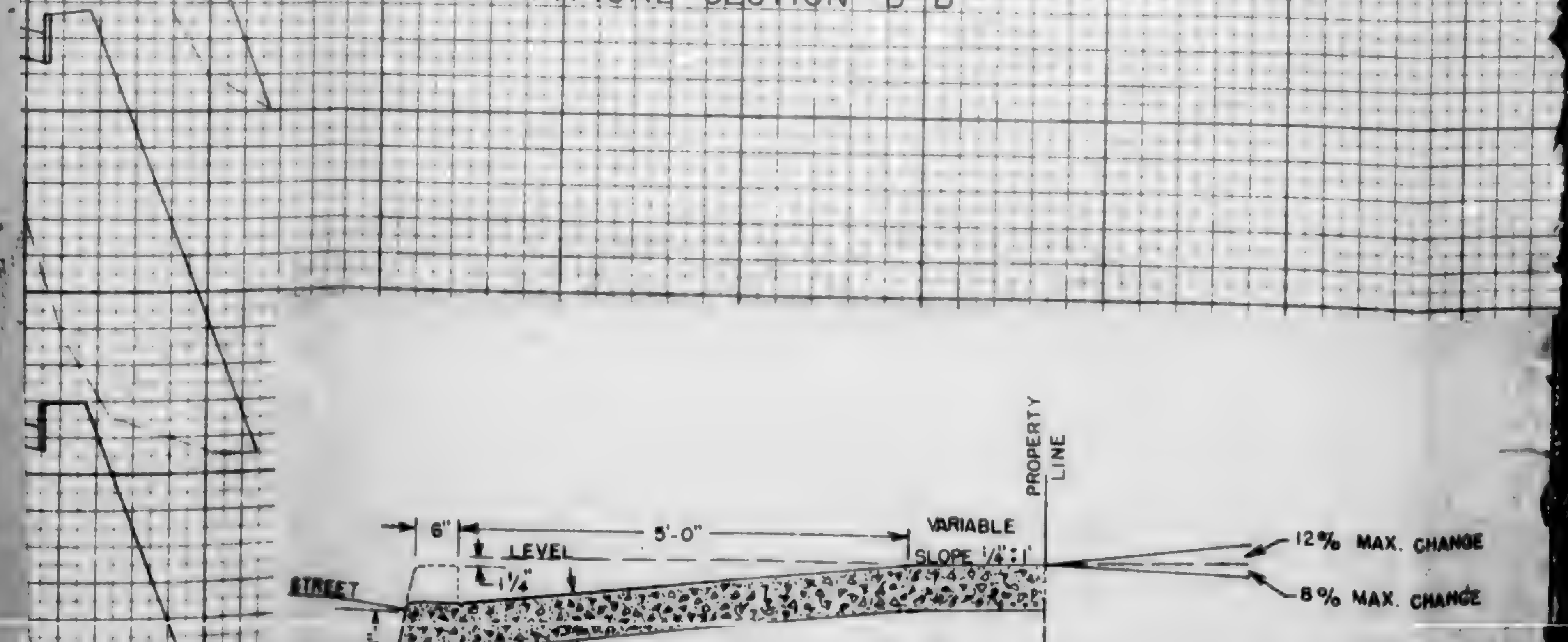

8
7
6
5
4
3
2
1
3
14T
25'
20'
60' RW
16+00
16+50
17+00
17+50
18+00
18+50
19+00
300
295
304
305
19+50
RW
℄ RW
RW
℄ RW
17+50
306
305
20+00
305
304
18+00
30
20
0
20
30
307
306
20+50
18+40 14
℄ 14TH ST.
306
305
19+00
307
306
21+00

HIGHWAY FEDERAL AID SHEET
4-SINGLE PLAN AND CROSS SECTION-FULL LINE
TELEDYNE POST
PRINTED IN U.S.A.


R HEIGHTS
10
11
12
13
60' RW
ST.
85'
GAS
6
7
60'
GAS
40' RW
NE
60'
150'
GAS
18+88±
R.C.
90'
14
15
16
17
R=30'
T.P.
CONST.
W.C. RAMP
50'
60'
(ABANDON)
CULVERT
FH
CONST. C.B.
CONST. 8"
W.M.
W.M.
CONST. CONC. CURB
W.M.
W.M.
8" WATER MAIN
18+40±
GAS
19+00
18+00
17+50
17+00
16+50
16+00
GAS
PP.
CONST. W.C. RAMP
GAS
W.M.
2' CONC
(REMOV
GAS
P.P.
CONST. DRIVEWAY
W.M.
W.M.
GAS
CONC. WALL
25.09'
25.09
WALK
W.M.
GAS
WALK
(ADJUST)
115.14'
130.19'
14TH
13
12
11
25'
8
7
6
5
4
3
2
1
20'
3
60' RW
18+00
18+50
19+00

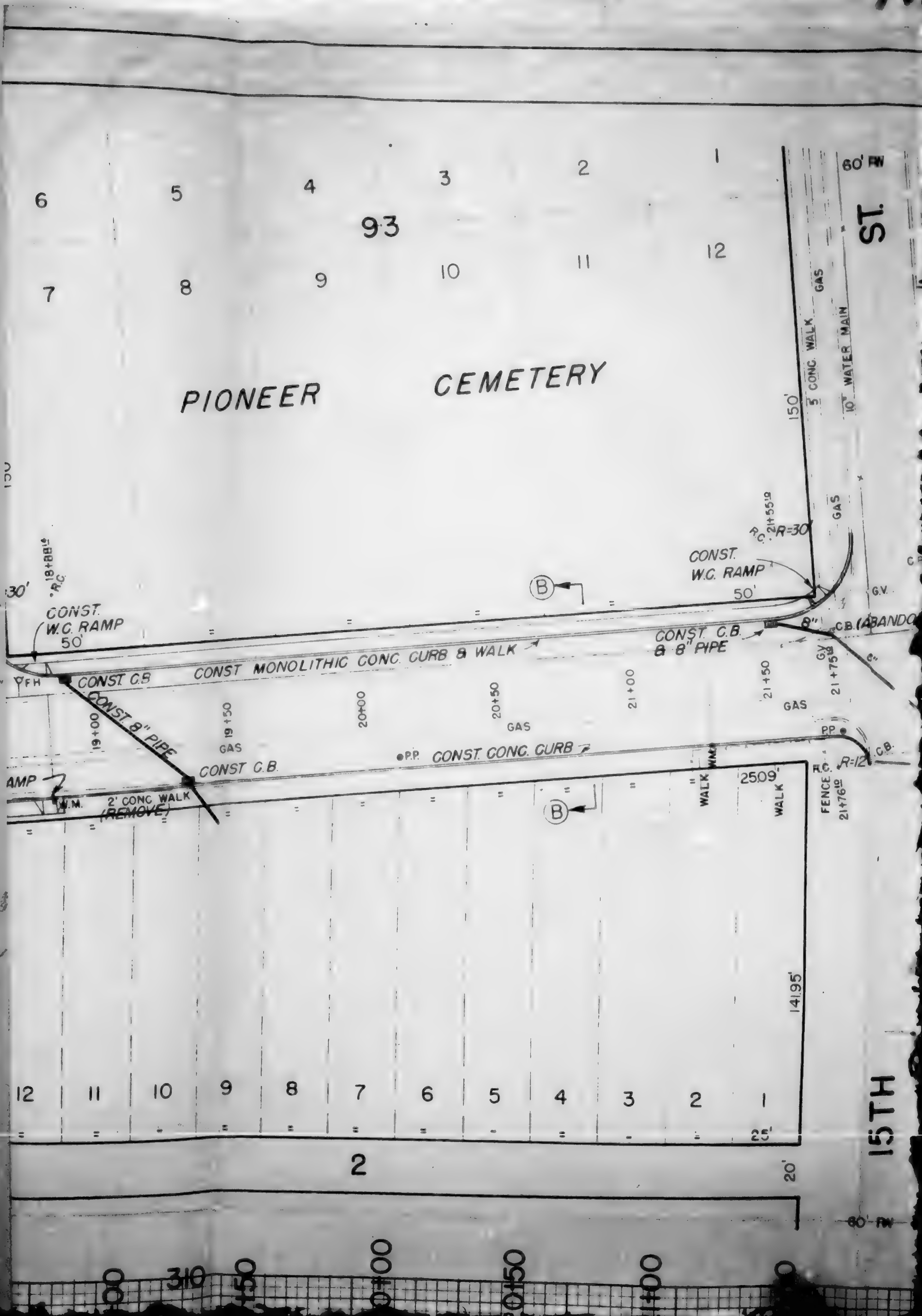

12
11
10
9
8
7
6
5
4
3
2
1
25'
2
20'
60' R/W
15T
19+00
19+50
20+00
20+50
21+00
21+50
310
305
FINISH GRADE
EXIST. GRADE
R/W
℄ R/W
R/W
21+75¹⁰
25' W OF ℄ 15TH ST (MON. LINE)
305
304
R/W
30
20
0
20
30
R/W
WALK
CURB
℄ R/W & PAVE
CURB
R/W
SLOPE 0.5':22'
SLOPE 0.5':22'
1/8":1'
5.5'
22'
22'
8'
2.5'
60'
20
30

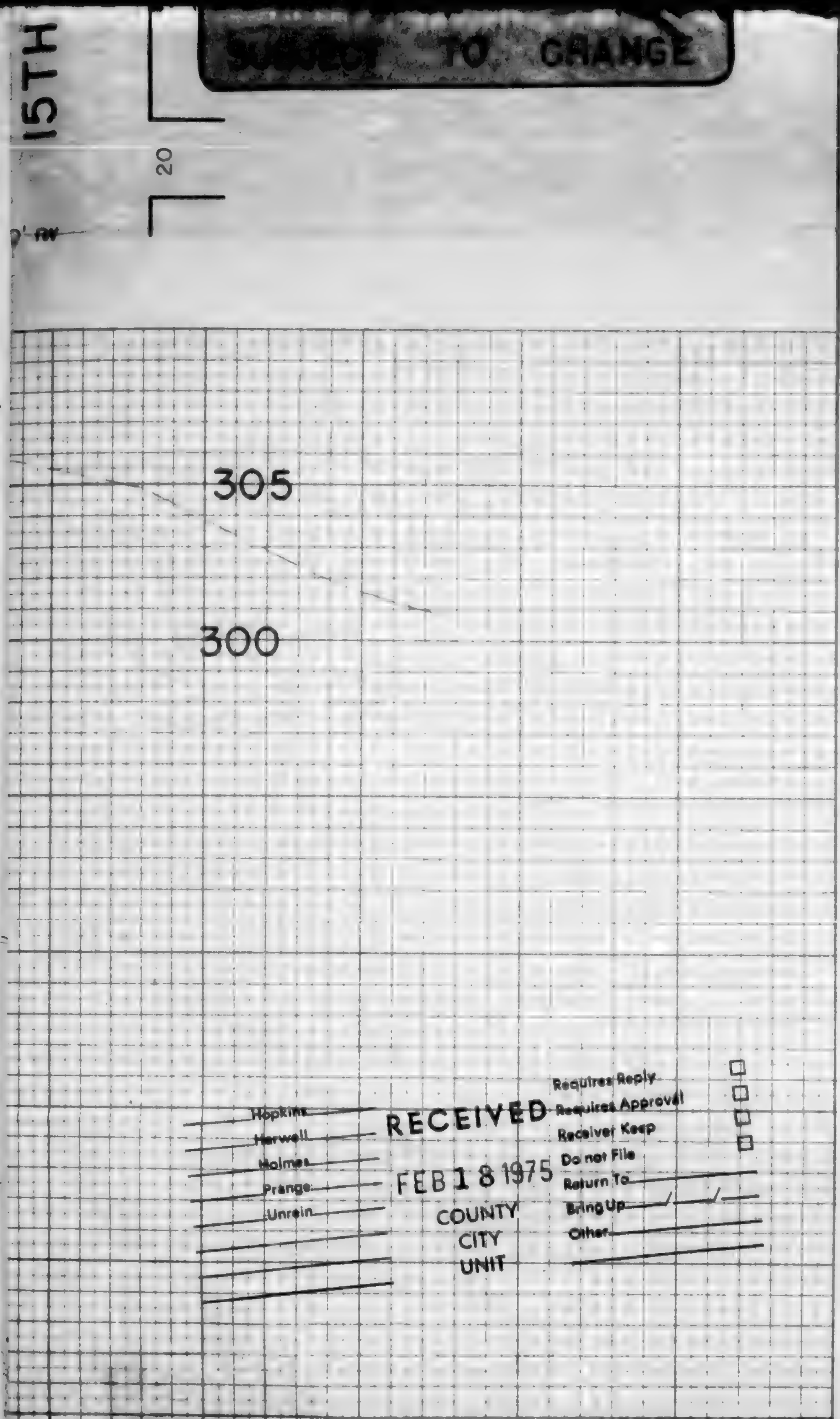
TYPICAL SECTION B-B


6"
5'-0"
VARIABLE
SLOPE 1/4":1'
PROPERTY LINE
LEVEL
1 1/4"
STREET
12% MAX. CHANGE
8% MAX. CHANGE
8"
6" MIN.
9"

TYPICAL SECTION CONCRETE DRIVEWAY

SCALE: 1/2" = 1'-0"


PIONEER CEMETERY
93
1
2
3
4
5
6
7
8
9
10
11
12
60' RW
ST.
5' CONC. WALK
GAS
10" WATER MAIN
150'
150
21+55.9
R.C.
R=30'
CONST.
W.C. RAMP
50'
18+88.4
R.C.
30'
CONST.
W.C. RAMP
50'
B
G.V.
C.B. (ABANDO
8"
CONST. C.B.
& 8" PIPE
CONST. MONOLITHIC CONC. CURB & WALK
FH
CONST. C.B.
CONST. 8" PIPE
19+00
19+50
20+00
20+50
21+00
21+50
21+75.8
G.V.
GAS
GAS
GAS
GAS
P.P.
CONST. CONC. CURB
CONST. C.B.
AMP
W.M.
2' CONC. WALK
(REMOVE)
B
WALK
W.M.
250.9'
WALK
P.P.
R=12'
C.B.
R.C.
FENCE
21+76.1
141.95'
12
11
10
9
8
7
6
5
4
3
2
1
25'
2
20'
60' RW
15TH
310
00
+50
0+00
20+50
1+00



RECEIVED
FEB 1 8 1975
COUNTY
CITY
UNIT
Hopkins
Harwell
Holmes
Prange
Unrein
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

CHANGE

CHANGE

CITY OF ASTORIA
CLATSOP COUNTY, OREGON

WIDENING NIAGARA AVE.
12TH ST. TO 15TH ST.
PLAN & PROFILE

PLAN SCALE 1" = 40'
PROFILE SCALE 1" = 40' HORZ. 1" = 5' VERT.
X-SECTION SCALE 1" = 20' HORZ. 1" = 5' VERT.

DRAWN BY MK
CHECKED BY

JANUARY 22, 1975

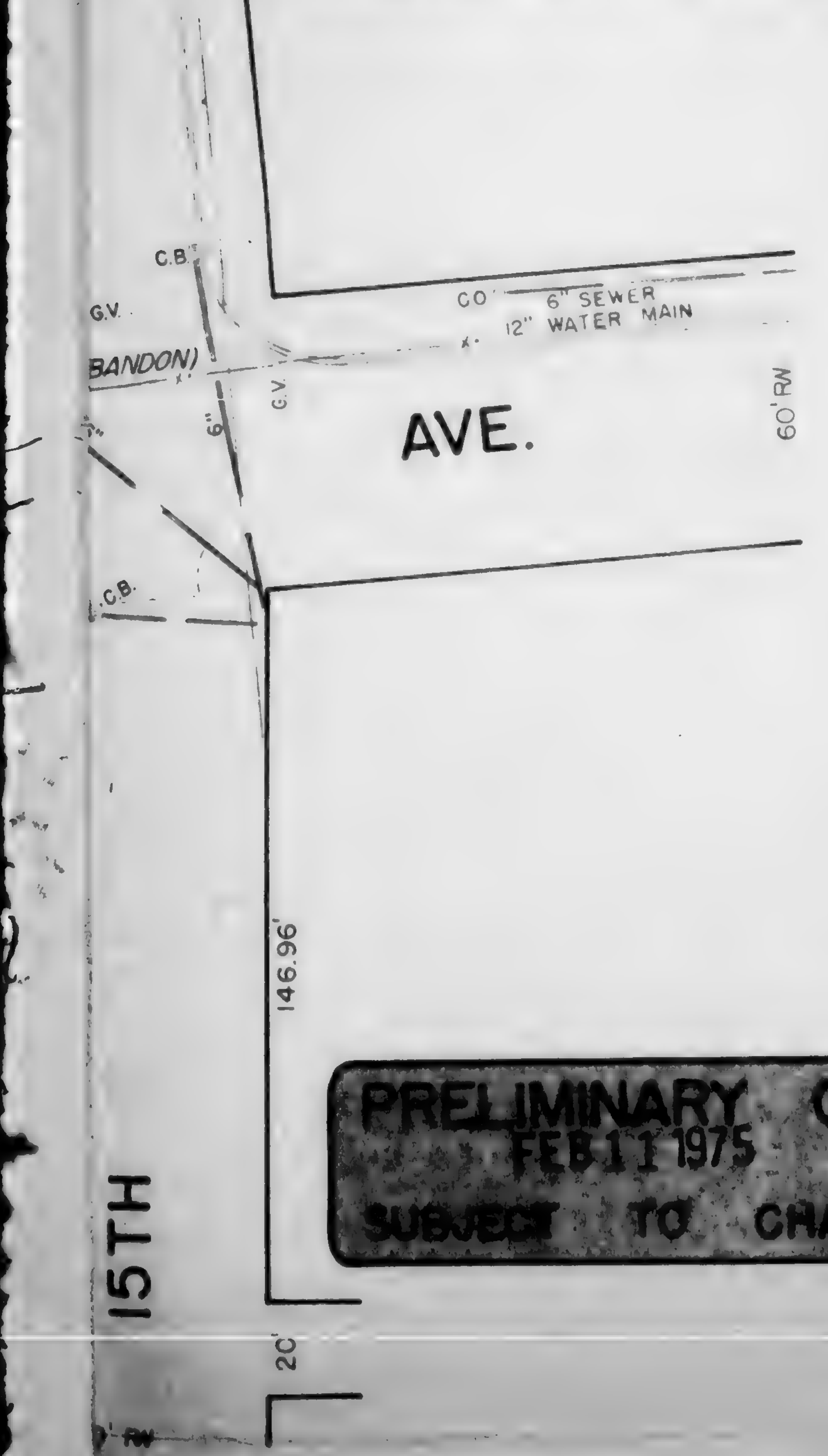
SHEET 2 OF 2

GENERAL NOTES:

GATE VALVES, FIRE HYDRANTS & WATER METERS TO BE RELOCATED BY CITY.

GAS, POWER, TELEPHONE, & TELEVISION CABLE COMPANIES TO RELOCATE THEIR UTILITIES.

ABANDONED CATCH BASINS TO BE FILLED WITH CRUSHED ROCK & ABANDONED PIPE TO BE PLUGGED.


C.B.
G.V.
CO
6" SEWER
12" WATER MAIN
BANDON)
G.V.
6"
AVE.
60' R/W
C.B.
146.96'
15TH
20'
R/W

PRELIMINARY COPY
FEB 11 1975
SUBJECT TO CHANGE

8458 W. Fremont Ramp & Conn. on 1976
Stadium Fwy & Col. Riv. Hwy.
(Grading & paving)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

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9

4-12-78

U.S. DE RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CC:
OSHD (H S Coulter)
Wash D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION OREGON
DATE OF REPORT 4-12-78	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-405-8(33)303 & TQM-9296(1)
COMPLETION DATE 7-3-77	ACCEPTANCE DATE BY CONTRACT AGENCY 11-18-77	TIME ELAPSED 100 %	CONTRACT TIME 60 CD
APPROVED EXTENSIONS NONE	LOCATION West end of Fremont Interchange - NW. Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

W. FREMONT RAMP & CONNECT.
STADIUM FREEWAY
Grade and Pave

This project provided a safety improvement for the temporary connection from W. Fremont Interchange to the local street system. The original work had not anticipated long delays in implementing I-505 which would ultimately replace this connection.

The project was completed within the contract time at a final total cost of $169,966.91 representing a 10% underrun. A final inspection was made on September 8, 1977.

4-18-78
Cy Keasey

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FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C T Christianson C. T. Christianson		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 4-12-78	TITLE Field Operations Engineer	DATE 4-13-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Salem, Oregon
February 9, 1978

L. K. Watson
L. K. Watson
Design Engineer Supervisor

R. L. Banzer

West Fremont Ramp &
Connection
Contract No. 8458

I have reviewed your narrative report for the construction on this project.

Comments made by the Resident Engineers as to problems of construction, errors, or omissions in plans, specifications, etc. are noted. These problems are noted, and future plans and specifications will be reviewed to omit these problems.

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cc: E. L. Hardt

STATEMENT OF OVERRUNS AND UNDERRUNS

West Fremont Ramp and Connection
Stadium Freeway & Columbia River Highway
Multnomah County
Contract #8458 I-405-8(33)303

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	PERCENT + or -
Contract Bid Items	$158,470.50	$139,975.74	-11.7%
Anticipated Items	8,300.00	6,630.62	-20.1%
Contingencies	7,504.67	1,087.18	-85.5%
Engineering	15,009.35	*22,273.37	+48.4%
TOTAL CONTRACT COSTS	$189,284.52	$169,966.91	-10.2%

*Not Final

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Overruns & Underruns
CONTRACT #8458

Item No.	Item	Unit	Contract Quantity	Final Quantity	Percent + Or -
1.	Mobilization	Lump Sum	100%	100%	0.0%
2.	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	0.0%
3.	Temporary Signs	Sq. Ft.	700.00	485.80	-31%
	State forces installed remainder of signs 214.20 Sq. Ft. Contractor was not equipped to install signs on bridge.				
4.	Temporary Barricades	Each	13.00	4.00	-69%
	City forces was installing sewer line on N/W 21st Ave. they barricaded off street. City maintained barricades.				
5.	Temporary Plastic Safety Markers	Each	50.00	44.00	-12%
	Plan quantities for temporary plastic safety markers is more than necessary for installation, resulting in the underrun of this item.				
6.	Flagmen	Hour	250.00	93.00	-63%
	Work was done at night time and week-ends. Used barrels and cones with flashers attached to direct traffic. Resulting in his work out of line of traffic. No flagman needed. Contractor directed.				
7.	Removal of Structures & Obstructions	Lump Sum	100%	100%	0.0%
8.	General Excavation	Cu. Yds.	10,605.00	13,052.87	+23%
	Due to wet spots in grade on N/W 21st Ave. and N/W 22nd Ave. went below grade of 1.5. Also had old pavement that was above curb\exposure grade 7", resulting in excavation of area and overrun.				
9.	Structure Excavation	Cu. Yds.	110.00	99.08	-10%
	10% allowance was adequate for this Bid Item.				
10.	Class "C" Asphalt Concrete Pavement	Ton	3,750.00	2,865.41	-23.6%
	Plan quantities for 21st Ave. was more than necessary. Resulting in underrun.				
11.	Concrete In Walls	Cu. Yds.	155.00	157.38	+1.5%
	10% allowance was more than adequate for this Bid Item.				
12.	Reinforcement in Walls	LBS.	17,600.00	18,075.50	+2.7%
	10% allowance was more than adequate for this Bid Item.				
13.	8-Inch Sewer Pipe	Lin. Ft.	28.00	35.00	+25%
	Plans showed 8" C.S.P. pipe was actually 8" C.M.P. and when inlet was removed seven (7) extra feet of C.M.P. was destroyed, resulting in overrun of C.S.P.				

14.	Extra For Pipe Under Pavement	Lin. Ft.	28.00	35.00	+25%
	Plans showed 8" C.S.P. Pipe was actually 8" C.M.P. and when inlet was removed extra C.M.P. was destroyed. Resulting in overrun of C.S.P.				
15.	Concrete Inlets Type G-1	Each	1.00	1.00	100%
16.	Concrete Curbs	Lin. Ft.	185.00	464.00	-151%
	Plan quantity was in error on N/W 22nd Ave. Old curb line, left side of centerline was either broken or missing in places. Portions fell in while taking General Excavation from 22nd Ave. See Price Agreement #1.				
17.	Salvaging Guard Rail	Lin. Ft.	450.00	530.00	+18%
	Plans did not show correct footage resulting in overrun.				
18.	Adjusting Inlets	Each	7.0	2.0	-71%
	No adjustment needed on remaining five (5) inlets.. Inlets appeared in good condition and on grade of new pavement.				

Overruns & Underruns
CONTRACT #8458

P.A. Item No.	Description	Unit	Original Quantity	Final Quantity	Percent + or -
1.	Concrete Curbs	Lin. Ft.	185.00	464.00	-151%

Plan quantity was in error on N/W 22nd Ave. Old curb line, left side of centerline was either broken or missing in places. Portions fell in while taking General Excavation from 22nd Ave. Overrun of 279 Lin. Ft.

Refer to Bid Item #16.

Overruns & Underruns
CONTRACT #8458

E.W.O. No.	Description	Unit	Original Quantity	Final Quantity	Percent + or -
1.	Temporary Pavement Striping	$	$600.00	$ 89.70	-85%
	The amount of striping needed to provide lanes for traveling public during stage paving was far less than anticipated to complete job.				
2.	Crushed Rock for Wall Foundation Material	$	$600.00	$703.23	+17%

Overruns & Underruns
CONTRACT #8458

S.F.O. NO.	Description	Unit	Original Quantity	Final Quantity	Percent + or -
1.	Revised Signal (N/W 22nd Ave.)	$	$2,000.00	$1,060.11	-47%
	Relocation was necessary due to the improved radius, N/W 22nd Ave. and N/W Thurmond Street. Work done by City of Portland. Forces were less than anticipated.				
2.	Adjust Water Valve Boxes	$	$1,196.18	$ 393.76	-67%
3.	Temporary Barriers & Signs, Ramp	$	$4,000.00	$4,384.52	+9.6%
	10% allowance was adequate for this S.F.O.				
4.	Permenent Pavement Striping	$	$ 600.00	$ 702.53	+17.1%
	10% allowance was adequate for this S.F.O.				
5.	Relocate Signal Pole and Mast Arm	$	NONE	NONE	NONE
	S.F.O. #5 is the same as S.F.O. #1. No work was performed.				
6.	Loop Detectors and Wire	$	$ 925.00	$ 383.95	-58%
	Work was performed by State Forces with no traffic problems. The amount calculated for this S.F.O. was for more than needed. This resulted in underrun.				

8458

9

December 1, 1977

Mr. Dick Recob
Assistant Manager
Fidelity & Deposit Co. of Maryland
Suite 1000, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

Dear Mr. Recob:

Reference is made to your recent letter concerning the Columbia West Materials and Constructors, Inc. Contract No. 8458 in Multnomah County.

The final payment on this contract is $500, and the total contract amount is $140,768.67 including $792.93 for work performed under force account.

As requested, future correspondence from this office will be mailed to you at the above address.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

bc Fran Neavoll

8458

8

November 28, 1977

Fidelity & Deposit Co. of Maryland
3005 1st National Bank Tower
1300 S.W. Fifth Avenue
Portland, OR 97201

Gentlemen:

On November 22, 1977, we wrote to you concerning release of final payment on Contract No. 8458 awarded to Columbia West Materials and Constructors, Inc. for work on the W. Fremont Ramp and Connection Section of the Stadium Freeway and Columbia River Highway in Multnomah County.

Final payment on this contract is $500 and the total contract amount is $140,768.67 including $792.93 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Columbia West Materials
and Constructors, Inc.
P. O. Box 488
Longview, WA 98632

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8458 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION West Fremont Ramp & Connection	WEEK ENDING September 23, 1977
		SECTION PREFIX 626=1076
	HIGHWAY Stadium Fwy & Columbia Rd	COUNTY Multnomah
NAME OF JOB West Fremont Ramp & Connection	KIND OF WORK Grading & Paving	
CONTRACTOR Columbia West Mat'ls. & Constructors	CONTRACT NUMBER 8458	FEDERAL AID PROJECT NUMBER I-405-8(33)303 TQM-9296(1)
DATE OF CONTRACT December 22, 1976	DATE WORK STARTED February 16, 1977	ESTIMATED COMPLETION DATE Completed August 8, 1977
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS 12 Weekend WD	WORK DAYS USED 12 Weekend WD
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 60 CD	CALENDAR DAYS USED 60 CD
PROJECT AUTHORIZATION: $ 189,284.52	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100 Weekend WD 100 CD
EXCLUSIVE OF ENGINEERING: $ 174,275.17	ENGINEERING AUTHORIZATION $ 15,009.35	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 148,395.27	ENGINEERING COST TO DATE $ 21,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 10 %	PERCENT OF AUTHORIZATION 140 %	DATE PROJECT WAS COMPLETED: August 8, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Str. Exc.	
	100	100		100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.22				0.22
MILES PARTIALLY COMPLETED	0.22				0.22
MILES COMPLETED	0.22				0.22
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,010 C.Y.				3,750 TON
TOTAL QUANTITIES CORRECTED TO DATE	1,243 C.Y.				2,865 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,243 C.Y.				2,865 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

September	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Showers	0		
MONDAY 19	Rain	0		
TUESDAY 20	Rain	0		
WEDNESDAY 21	Showers	0		
THURSDAY 22	Clearing	0		
FRIDAY 23	Rain	0		
SATURDAY 17	Showers	0		

Routing
Keesey K
Bond B
Jackmond
Hopkins
Johnsen
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CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No activity.
MONDAY 19	No activity.
TUESDAY 20	No activity.
WEDNESDAY 21	No activity.
THURSDAY 22	No actvity.
FRIDAY 23	No activity.
SATURDAY 17	No activity.

REMARKS

The Third Notificated and the Simi-Final Estimate have been submitted.

This will be the Final Weekly Report on this Project.

SIGNED R L Banzer LOCATION Portland

R.L. Banzer, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8458

STATE COPY

8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-68		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-9-77	County Multnomah
MODIFICATION NUMBER 1		Project Number I-405-8(33)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 24, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 117,636	$ 123,242
Federal funds	$ 108,507	$ 113,678
Other revisions		

This modification is made for the following reasons:

To include approved SFO work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By

Acting
State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon August 4, 197

Federal Aid Project
No. I-405-8(33)303 Safety

W. FREMONT RAMP AND CONNECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

Revised Project Agreement Estimate

Type Code 6203
Roadway (21st Ave., Sta. 388+68 thru Eq. 393=79.54 = Sta. 6+56.22 to Sta. 4+95)

Mobilization	All Required (60%)		$ 9,000.00
Temporary Protection & Direction of Traffic	All Required (50%)		$ 2,350.00
Temporary Signs	380 Sq. Ft.	4.00	1,520.00
Temporary Barricades	9 Only	100.00	900.00
Temporary Plastic Safety Markers	50 Only	55.00	2,750.00
Flagmen	125 Hour	22.00	2,750.00
Removal of Structures & Obstructions	All Required (25%)		1,025.00
General Excavation	330 Cu. Yd.	10.50	3,465.00
Structure Excavation	110 Cu. Yd.	15.00	1,650.00
Class "C" Asphalt Concrete Pavement	2,125 ton	19.25	40,906.25
Concrete in Walls	155 Cu. Yd.	192.00	29,760.00
Reinforcement in Walls	17,600 lb.	0.23	4,048.00
8-inch Sewer Pipe	28 Lin. Ft.	10.00	280.00
Extra for Pipe Under Pavement	28 Lin. Ft.	10.00	280.00
Concrete Inlets, Type G-1	1 Only	450.00	450.00
Concrete Curbs	85 Lin. Ft.	6.00	510.00
Salvaging Guard Rail	450 Lin. Ft.	2.00	900.00
Adjusting Inlets	3 Only	150.00	450.00
			$102,994.25

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required (50%)	$ 300.00
Stage Construction Striping (S.F.)	All Required (50%)	300.00
Temporary Erosion Control (E.W.)	All Required (50%)	50.00
SF02 Work by Portland Water Bureau	All Required (50%)	$ 598.09
SF03 Temporary Barrier and Signs	All Required (50%)	2,000.00
SF06 Install Loop Detectors & Wire	All Required	925.00
		$ 4,173.09
	Subtotal	$107,167.34
	Engineering	16,074.66
	Total	$123,242.00

Length of Project - - - - - - - - - 0.127 mile
Cost of Roadway Per Mile - - - - - $970,409.44

Federal Funds		$113,678.00
State Funds		9,564.00
	Total	$123,242.00

Group 1 - 63%
Contract No. 8458
Prefix 626-1076

STATE COPY

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NO.	FEDERAL-AID PROJECT AGREEMENT 1 24 77	County Multnomah Project No. I-405-8(33)303

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-405, W. Fremont Intchge. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-16-76	0.127
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 117,636.00	$ 108,507.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Ed Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator JAN 24 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C.

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to

23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned

and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

[illegible] file

Oregon State Highway Division
Salem, Oregon, January 7, 1977

Federal-aid Project
No. I-405-8(33)303 Safety

W. FREMONT RAMP AND CONNECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

Project agreement estimate.

Type Code 6203
Roadway (21st Ave., Sta. 388+68 thru Eq. 393+79.54 = Sta. 0+56.22 to Sta. 4+95)

Mobilization	All Required (60%)		$ 9,000.00
Temporary Protection and Direction of Traffic	All Required (50%)		2,350.00
Temporary Signs	380 sq.ft.	4.00	1,520.00
Temporary Barricades	9 only	100.00	900.00
Temporary Plastic Safety Markers	50 only	55.00	2,750.00
Flagmen	125 hour	22.00	2,750.00
Removal of Structures and Obstructions	All Required (25%)		1,025.00
General Excavation	330 cu.yd.	10.50	3,465.00
Structure Excavation	110 cu.yd.	15.00	1,650.00
Class "C" Asphalt Concrete Pavement	2,125 ton	19.25	40,906.25
Concrete in Walls	155 cu.yd.	192.00	29,760.00
Reinforcement in Walls	17,600 lb.	0.23	4,048.00
8-inch Sewer Pipe	28 lin.ft.	10.00	280.00
Extra for Pipe Under Pavement	28 lin.ft.	10.00	280.00
Concrete Inlets, Type G-1	1 only	450.00	450.00
Concrete Curbs	85 lin.ft.	6.00	510.00
Salvaging Guard Rail	450 lin.ft.	2.00	900.00
Adjusting Inlets	3 only	150.00	450.00
			$102,994.25

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required (50%)	$ 300.00
Stage Construction Striping (S.F.)	All Required (50%)	300.00
Temporary Erosion Control (E.W.)	All Required (50%)	50.00
		$ 650.00

Subtotal	$103,644.25
Engineering	13,991.75
Total	$117,636.00

Length of Project - - - - - 0.127 Mile
Cost of Roadway Per Mile- - $926,267.72

Work Retained in Program Status
(Not Included in Totals Below.)

Work by Portland Water Bureau	All Required (50%)	$ 500.00
Temporary Barrier and Signs on I-405 Ramp (S.F.)	All Required	4,000.00

Federal Funds (92.24%)	$108,507.00
State Funds	9,129.00
Total	$117,636.00

Group 1 - 63%

Contract No. 8458

Prefix: 626-1076

8458 STATE COPY 9

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-69		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	2-9-77	Project Number TQM-9296(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 25, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 63,704	$ 67,216
Federal funds	$ 54,658	$ 57,671
Other revisions		

This modification is made for the following reasons:

Include approved SFO work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of August, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

86717

Oregon State Highway Division
Salem, Oregon, August 4, 1977

Federal Aid Project
No. TQM-9296(1)

W. FREMONT RAMP AND CONNECTION
COLUMBIA RIVER HWY. (TEMP. 505)
MULTNOMAH COUNTY

REV. Project agreement estimate.

Type Code 6203
Roadway (22nd Ave. Sta. 10+36 to Sta. 15+20)

Mobilization	All Required (40%)		$ 6,000.00
Temporary Protection and Direction of Traffic	All Required (50%)		2,350.00
Temporary Signs	320 sq.ft.	4.00	1,280.00
Temporary Barricades	4 only	100.00	400.00
Flagmen	125 hour	22.00	2,750.00
Removal of Structures and Obstructions	All Required (75%)		3,075.00
General Excavation	680 cu.yd.	10.50	7,140.00
Class "C" Asphalt Concrete Pavement	1,625 ton	19.25	31,281.25
Concrete Curbs	100 lin.ft.	6.00	600.00
Adjusting Inlets	4 only	150.00	600.00
			$ 55,476.25
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required (50%)		$ 300.00
Stage Construction Striping (S.F.)	All Required (50%)		300.00
Temporary Erosion Control (E.W.)	All Required (50%)		50.00
SFO 2 Work by Portland Water Bureau	All Required (50%)		598.09
SFO 1 Relocate Signal Pole & Mast Arm	All Required (50%)		1,725.00
			$ 2,973.09
	Subtotal		$ 58,449.34
	Engineering		8,766.66
	Total		$ 67,216.00

Length of Roadway - - - - - - - - 0.092 Mile
Cost of Roadway Per Mile - - - - $730,608.68

Federal Funds (85.8%) - $ 57,671.00
State Funds - 9,545.00

Total $ 67,216.00

Group 2 - 37%
Contract No. 8458
Prefix 626-1076

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-1	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County MULTNOMAH Project No. TQM-9296(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30, N.W. 22nd Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11/22/76	0.092
OTHER *(Specify)*		

FUNDS Pro rata 85.80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 63,704.00	$ 54,658.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By ____________________
____
(Title)
By ____________________
____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________ *(Division Administrator)*
For: G. L. Green

Date executed by Division Administrator JAN 24 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, January 5, 1977

FEDERAL AID PROJECT
No. TQM-9296(1)

W. Fremont Ramp and Connection
Columbia River Hwy. (Temp. 505)
Multnomah County

Project agreement estimate.

Type Code 6203
Roadway (22nd Ave. Sta. 10+36 to Sta. 15+20)

Mobilization	All Required (40%)		$ 6,000.00
Temporary Protection and Direction of Traffic	All Required (50%)		2,350.00
Temporary Signs	320 sq. ft.	4.00	1,280.00
Temporary Barricades	4 only	100.00	400.00
Flagmen	125 hr.	22.00	2,750.00
Removal of Structures and Obstructions	All Required (75%)		3,075.00
General Excavation	680 cu. yd.	10.50	7,140.00
Class "C" Asphalt Concrete Pavement	1,625 ton	19.25	31,281.25
Concrete Curbs	100 lin. ft.	6.00	600.00
Adjusting Inlets	4 only	150.00	600.00
			$55,476.25

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required (50%)	$ 300.00
Stage Construction Striping (S.F.)	All Required (50%)	300.00
Temporary Erosion Control (E.W.)	All Required (50%)	50.00
		$ 650.00
	Subtotal	$56,126.25
	Engineering	7,577.75
	TOTAL	$63,704.00

Length of Roadway . . . . 0.092 mile
Cost of Roadway Per Mile $692,434.78

Work Retained in Program Status
(not included in totals below)

Work by Portland Watr Bureau	All Required	$ 500.00
Revise Signal (N.W. 22nd Ave.) (S.F.)	All Required	2,000.00

Federal Funds (85.80%)	$54,658.00
State Funds	9,046.00
TOTAL	$63,704.00

Group 2 37%

Contract No. 8458

Prefix 626-1076

Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
August 12, 1977

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Head of Engineering

SUBJECT: Sign Revisions
S.W. Sheridan St.-S.W. Slavin Rd.
(Portland) Section
S.W. 4th Ave. & S.W. Barbur Blvd.
Multnomah Co.

Attached are revisions to the contract signing on the above named section.

Please revise the contract plans and send prints to Marion Craft so he can implement the changes.

L. E. George

L. E. George
Traffic Engineer

ELS:rw
Attachments

cc: R. N. Bothman
E. L. Hardt
Max Klotz
Walt Barrie

REFERRED TO
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Cole Sample
Erikson Watson
Hager Wolfe
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Requires Approval
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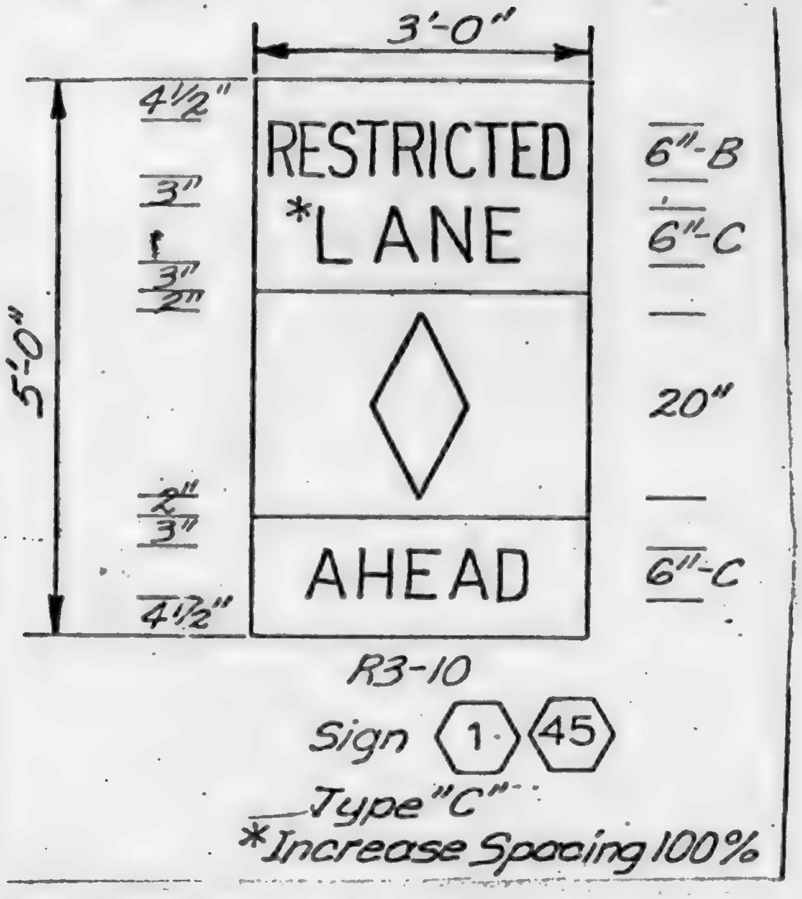
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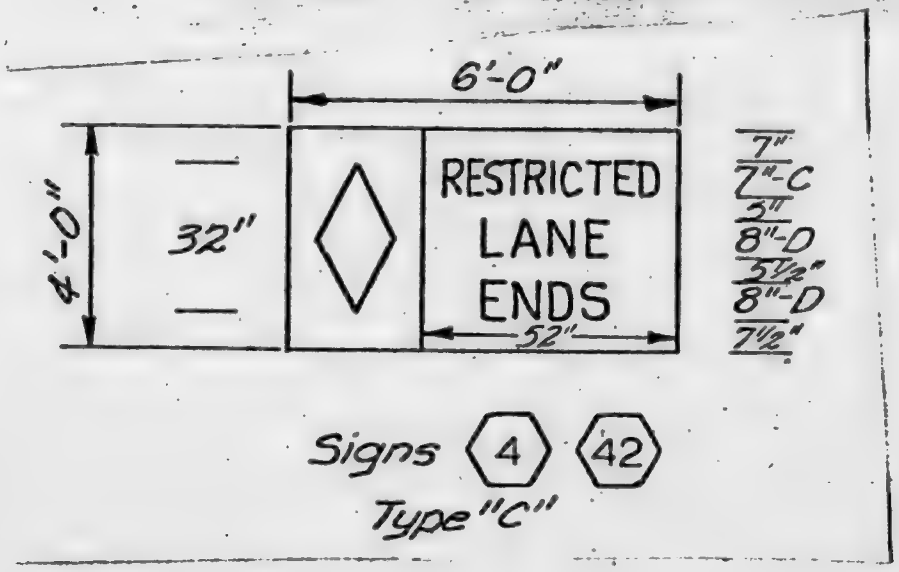
NO REVISIONS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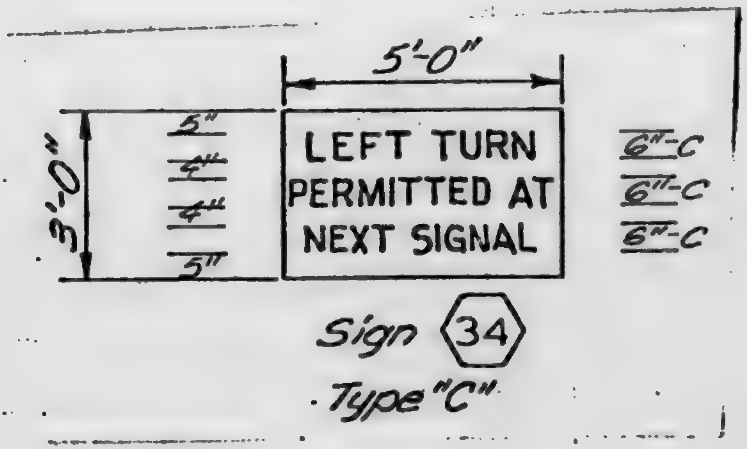
NO REVISIONS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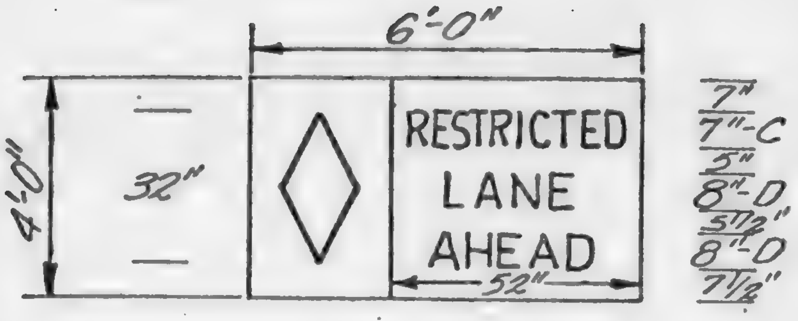
NO REVISIONS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8"-D
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8"-D
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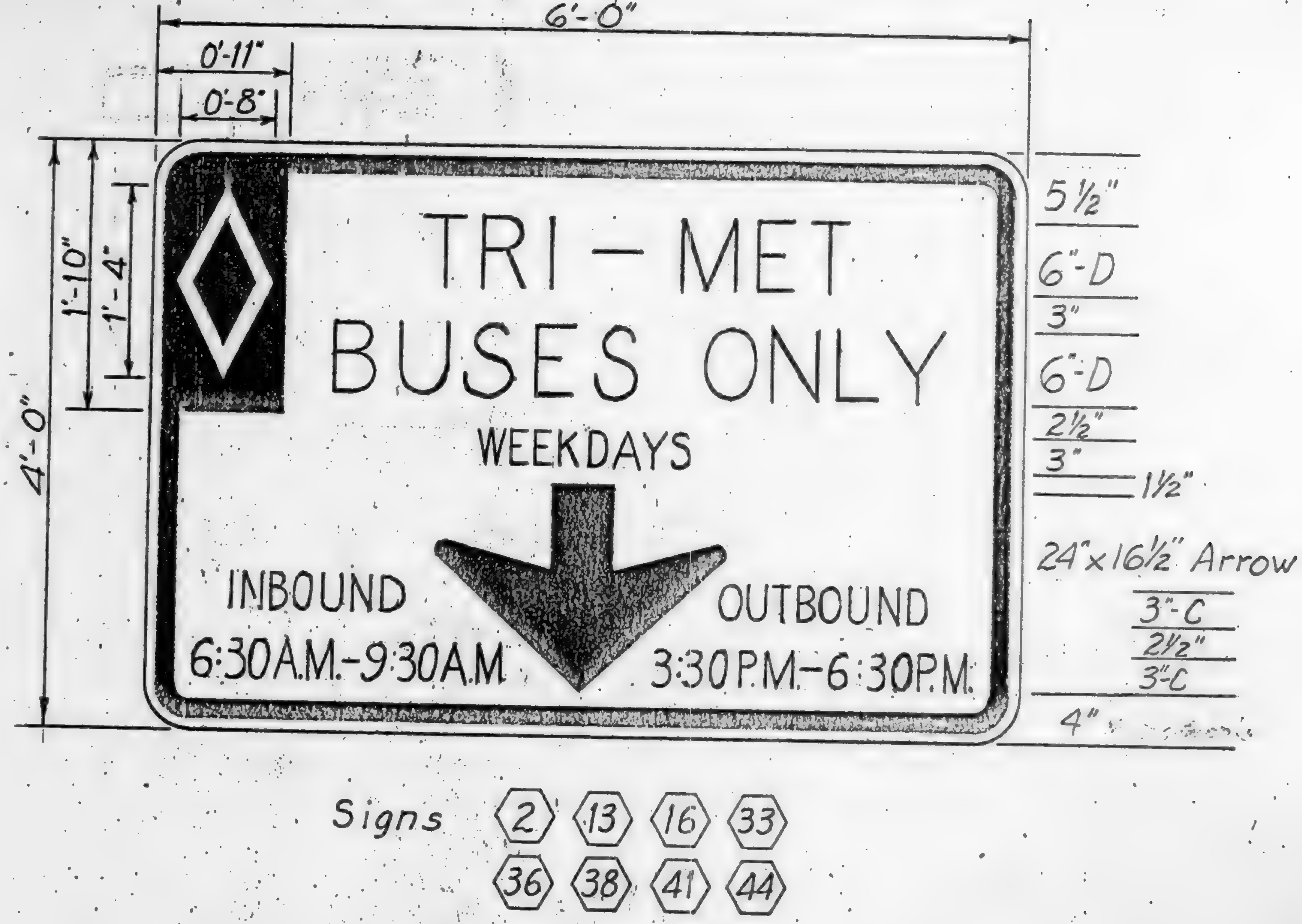
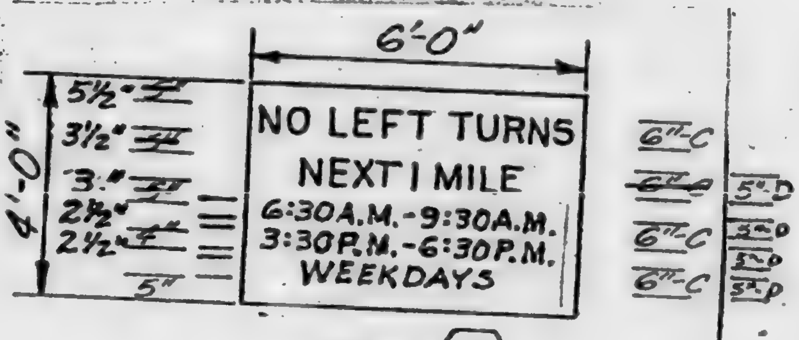
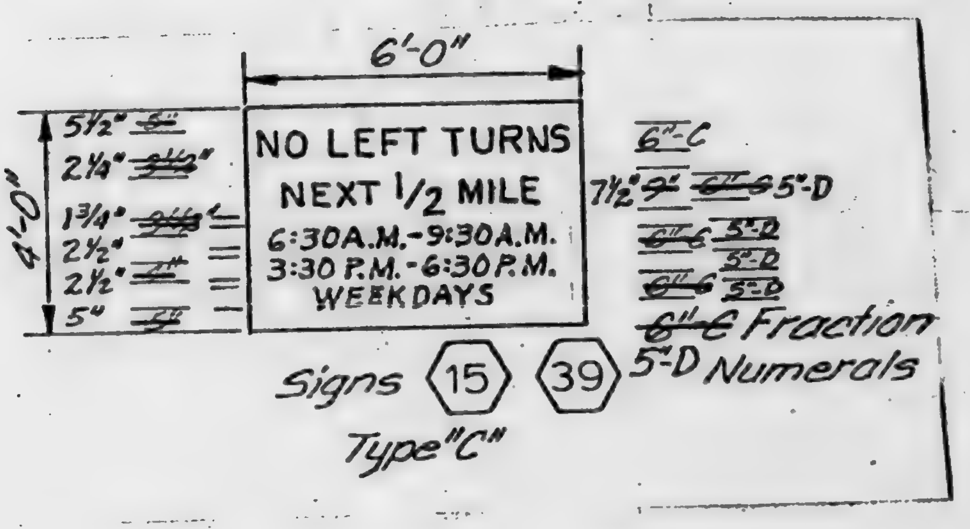
Sign ⟨46⟩
Type "C"

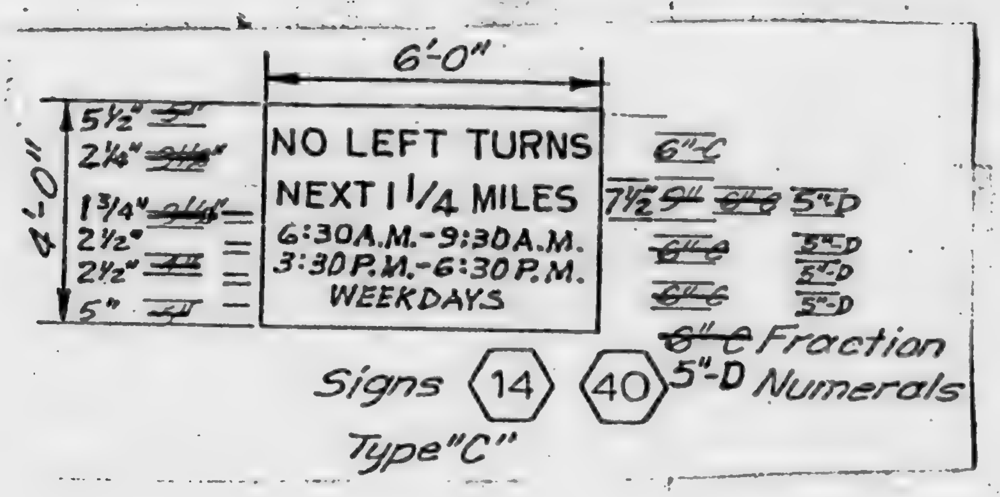
NO
REVISIONS

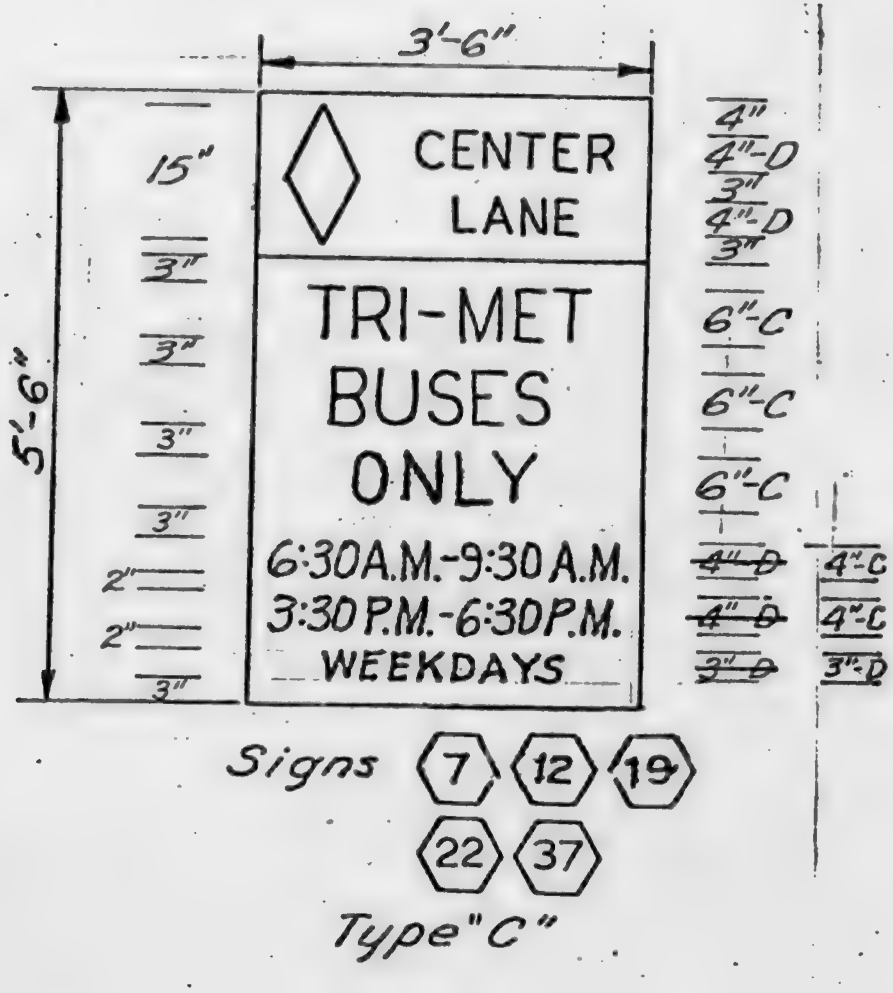

6'-0"
0'-11"
0'-8"
1'-10"
1'-4"
4'-0"
TRI - MET
BUSES ONLY
WEEKDAYS
INBOUND
6:30A.M.-9:30A.M.
OUTBOUND
3:30P.M.-6:30P.M.
5½"
6"-D
3"
6"-D
2½"
3"
1½"
24"x16½" Arrow
3"-C
2½"
3"-C
4"
Signs
2
13
16
33
36
38
41
44

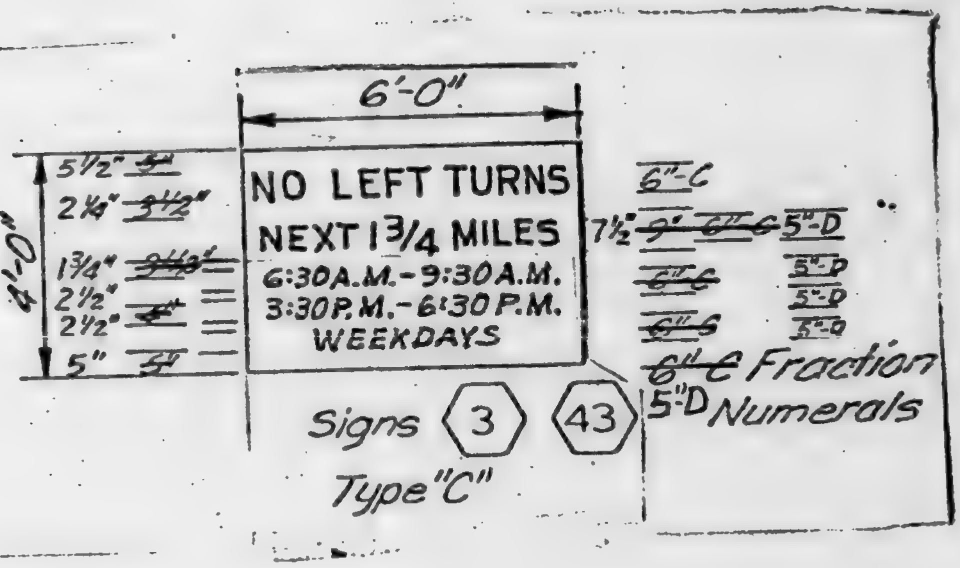

6'-0"
4'-0"
5½"
3½"
3"
2½"
2½"
5"
NO LEFT TURNS
NEXT 1 MILE
6:30 A.M.-9:30 A.M.
3:30 P.M.-6:30 P.M.
WEEKDAYS
6"-C
6"-C
6"-C
6"-C
5"-D
5"-D
5"-D
5"-D

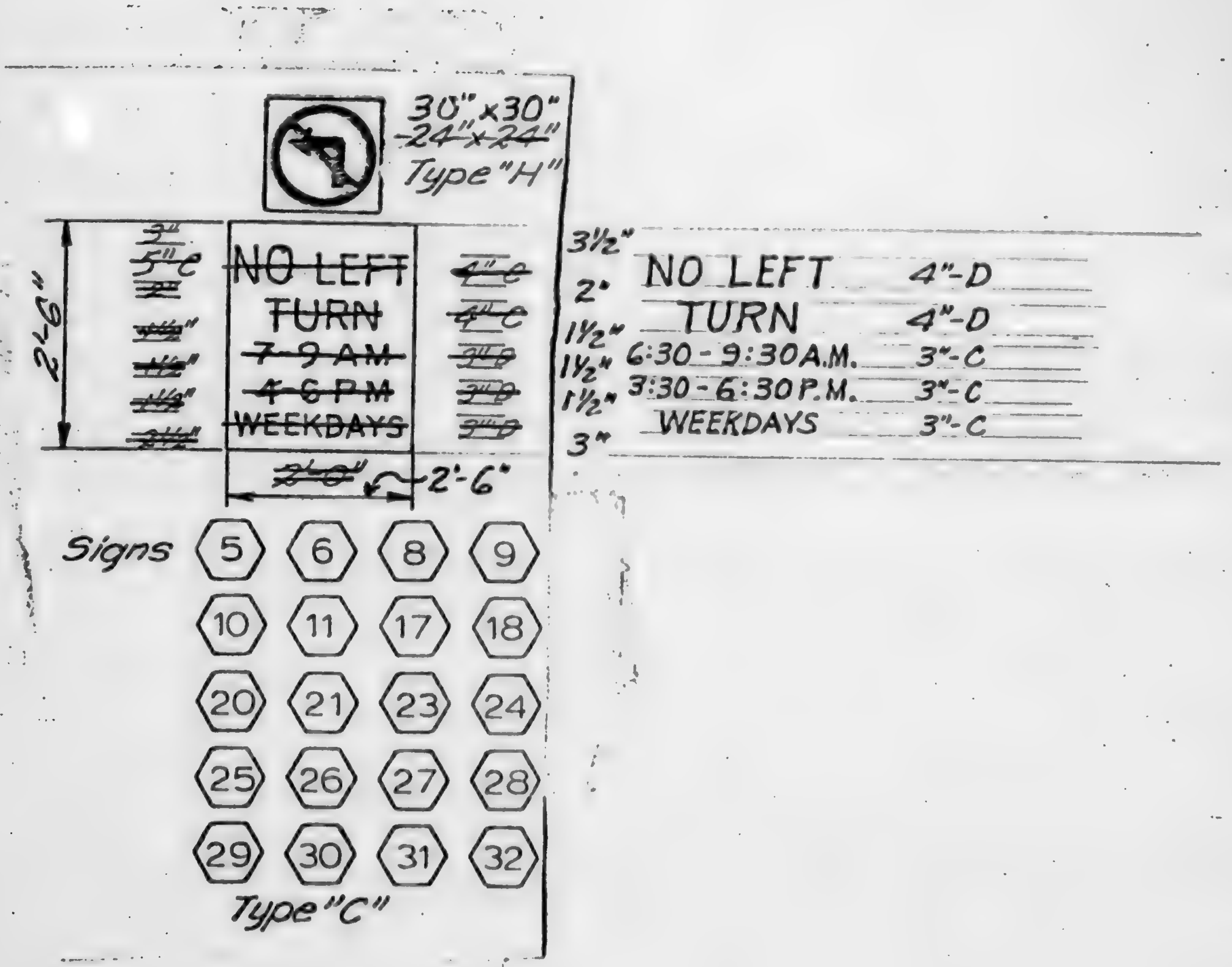
Sign 35
Type "C"


6'-0"
4'-0"
5½" ~~5"~~
2¼" ~~2½"~~
1¾" ~~2¼"~~
2½"
2½" ~~2"~~
5" ~~5"~~
NO LEFT TURNS
NEXT 1/2 MILE
6:30 A.M.-9:30 A.M.
3:30 P.M.-6:30 P.M.
WEEKDAYS
6"-C
7½" ~~9"~~ ~~6"-C~~ 5"-D
~~6"-C~~ 5"-D
5"-D
~~6"-C~~ 5"-D
~~6"-C~~ Fraction
5"-D Numerals
Signs 15 39
Type "C"


6'-0"
4'-0"
5½" ~~5"~~
2¼" ~~2½"~~
1¾" ~~2¼"~~
2½"
2½" ~~3"~~
5" ~~5"~~
NO LEFT TURNS
NEXT 1 1/4 MILES
6:30 A.M.-9:30 A.M.
3:30 P.M.-6:30 P.M.
WEEKDAYS
6"-C
7½ ~~9"~~ ~~6"-C~~ 5"-D
~~6"-C~~ 5"-D
5"-D
~~6"-C~~ 5"-D
~~6"-C~~ Fraction
5"-D Numerals
Signs 14 40
Type "C"


3'-6"
5'-6"
15"
3"
3"
3"
3"
2"
2"
3"
CENTER
LANE
TRI-MET
BUSES
ONLY
6:30A.M.-9:30A.M.
3:30P.M.-6:30P.M.
WEEKDAYS
4"
4"-D
3"
4"-D
3"
6"-C
6"-C
6"-C
~~4"-D~~
~~4"-D~~
~~3"-D~~
4"-C
4"-C
3"-D
Signs
7
12
19
22
37
Type "C"


6'-0"
4'-0"
5½" ~~5"~~
2¼" ~~3½"~~
1¾" ~~2½"~~
2½"
2½" ~~3"~~
5" ~~5"~~
NO LEFT TURNS
NEXT 1¾ MILES
6:30 A.M. - 9:30 A.M.
3:30 P.M. - 6:30 P.M.
WEEKDAYS
6"-C
7½" ~~9" 6"-C~~ 5"-D
~~6"-C~~ 5"-D
5"-D
~~6"-C~~ 5"-D
~~6"-C~~ Fraction
5"-D Numerals
Signs 3 43
Type "C"


30"x30"
~~24"x24"~~
Type "H"
2'-6"
~~3"~~
~~5"C~~
~~2"~~
~~1½"~~
~~1½"~~
~~1½"~~
~~3½"~~
~~NO LEFT~~
~~TURN~~
~~7-9 AM~~
~~4-6 PM~~
~~WEEKDAYS~~
~~4"C~~
~~4"C~~
~~3"D~~
~~3"D~~
~~3"D~~
~~2'-0"~~
2'-6"
3½"
NO LEFT 4"-D
2"
TURN 4"-D
1½"
6:30-9:30 A.M. 3"-C
1½"
3:30-6:30 P.M. 3"-C
1½"
WEEKDAYS 3"-C
3"
Signs
5
6
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25
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27
28
29
30
31
32
Type "C"

I-505
61

Salem, Oregon
April 25, 1977

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Street Connections
I-505

R. N. Bothman
Assistant State Highway Engineer

Transmitted are prints of seven alternates for I-505 showing connections to the city street system in the West Fremont Interchange. Cost estimates for the Interstate portions of these proposals vary from $15 million to $25 million.

The non-Interstate city street and highway improvement costs vary from $10 million to $12 million for these proposals. These needed street-highway improvements are shown in yellow and labeled by others on the proposed alternates. It is important to note that this funding be identified as transfer money. It will also be necessary for the City or the State to provide the local match at the non-Interstate rate.

JHV:jh
Attachment

RECEIVED
APR 25 1977
ROAD
DESIGN
SECTION

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Sent 2 sets plans
1 set estimate & comments

COMMENTS ON

I-505 MINIMUM GRADE
SEPARATED CONNECTIONS 1 THROUGH 7

Alternate 1; Interstate Section:

This Plan is the Vaughn Street Interchange Section from either Depressed Plan 1 or 2 with an at grade connection to the intersection of Yeon and Nicolai. This plan keeps traffic to and from the Fremont Bridge separated from traffic to and from the Stadium Freeway, so there is no weave problem like plans 4, 5, 6 and 7. Existing ramps to and from the Stadium Freeway and Fremont Bridge would be restriped for three lanes instead of two lanes as presently striped. Truck traffic has longer section of freeway with auto traffic using Vaughn Street off and on ramps.

Alternate 2; Interstate Section:

This Plan is the Vaughn Street Interchange Section from either elevated Plan 1 or 2. Otherwise the same comments apply to this Plan as given for Alternate 1.

Alternate 3; Interstate Section:

This Plan allows auto traffic longer use of freeway with trucks using City Streets, as the freeway is pointed toward the Vaughn Street auto route. Fremont Bridge and Stadium Freeway traffic are separated like Alternates 1 and 2. The problem with this plan is use of the Upshur-Vaughn Corridor.

Alternate 4; Interstate Section:

Traffic to and from the Fremont Bridge has a weave problem with traffic to and from the Stadium Freeway.

Truck route traffic, or slower moving traffic would merge to the right of the faster moving auto route traffic. This being a depressed plan truck traffic would be moving at a slower rate at the merge point than on Alternate 5.

Alternate 5; Interstate Section:

Elevated plan otherwise same as Alternate 4. Truck traffic at merge point would be moving faster than on Alternate 4.

Alternate 6; Interstate Section:

Depressed Plan, same weave problems as Alternate 4.

Auto route or faster moving traffic merges to the right of the slower moving truck route traffic.

Alternate 7; Interstate Section:

Elevated plan, otherwise same as Alternate 6.

General Comments, All Alternates:

Traffic Section has not done a traffic analysis on any of these plans.

Roadway improvements shown for existing streets outside the Interstate section were deemed desirable to disperse traffic in an acceptable manner.

Traffic signals could possibly be added or deleted when traffic analysis is completed.

Number of lanes will be revised to agree with traffic analysis at its completion.

COST COMPARISONS

I-505 MINIMUM GRADE SEPARATED PLANS

SECTION	COST IN MILLIONS																				
	PLAN 1			PLAN 2			PLAN 3			PLAN 4			PLAN 5			PLAN 6			PLAN 7		
	CONST.	R/W	TOTAL	CONST.	R/W	TOTAL	CONST.	R/W	TOTAL	CONST.	R/W	TOTAL	CONST.	R/W	TOTAL	CONST.	R/W	TOTAL	CONST.	R/W	TOTAL
INTERSTATE	20.0	4.6	24.6	26.0	4.0	30.0	19.4	4.0	23.4	11.0	4.0	15.0	12.0	4.0	16.0	10.6	3.8	14.4	12.0	3.8	15.8
ST. HELENS RD. Kittridge to 29th	1.8	0.6	2.4	1.8	0.6	2.4	1.8	0.6	2.4	1.8	0.6	2.4	1.8	0.6	2.4	1.8	0.6	2.4	1.8	0.6	2.4
NICOLAI 29th to 22nd	0.45	0	0.45	0.45	0	0.45	0.5	0	0.5	0.45	0	0.45	0.45	0	0.45	0.45	0	0.45	0.45	0	0.45
YEON Kittridge to Nicolai	2.38	0.02	2.4	2.38	0.02	2.4				2.38	0.02	2.4	2.38	0.02	2.4	2.38	0.02	2.4	2.38	0.02	2.4
YEON F-Y O'Xing to Nicolai							0.28	0.02	0.3												
FRONT-YEON O'XING	3.4	2.1	5.5	3.4	2.1	5.5	3.4	2.1	5.5	3.4	2.1	5.5	3.4	2.1	5.5	3.4	2.1	5.5	3.4	2.1	5.5
VAUGHN 29th to 24th	0.96	0.18	1.14	0.96	0.18	1.14	0.96	0.18	1.14	0.96	0.18	1.14	0.96	0.18	1.14	0.96	0.18	1.14	0.96	0.18	1.14
23rd AVE. Nicolai to Vaughn							0.14	0	0.14												
22nd AVE. Nicolai to Vaughn							0.14	0	0.14												
TOTAL NON-INTERSTATE	8.99	2.9	11.89	8.99	2.9	11.89	7.22	2.9	10.12	8.99	2.9	11.89	8.99	2.9	11.89	8.99	2.9	11.89	8.99	2.9	11.89
TOTAL COST.	28.99	7.5	36.49	34.99	6.9	41.89	26.62	6.9	33.52	19.99	6.9	26.89	20.99	6.9	27.89	19.59	6.7	26.29	20.99	6.7	27.69

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8458

Order No. 6

Section West Fremont Ramp & Connection

Date April 5, 1977

Highway Stadium Freeway & Columbia River

F.A.P. No. I-405-8(33)303 TQM-9296(1)

County Multnomah

Prefix 626-1076 Account No. 220-6

Description of Work To Be Done:

Install three (3) traffic counter loop detectors, install approximately 100 lin. ft. electric wire conduit. Install electric service to illumination fixture Lt. Sta. 394. Work to be done by State Forces.

Location by Station Numbers:

Loop Detector Sta. 389±

Conduit Sta. 393 - 394±

Estimate of Quantities and Costs:

Material	$450.00
Labor	250.00
Equipment	225.00
Total	$925.00

Explanation: Loop Detectors will be paved over making them unoperational, replacement is to be done after final paving. Electric service to roadway illumination was in conflict with the concrete wall construction, conduit is to be installed prior to wall footing backfilling. Contractor is not equipted to do this work. Work has not begun April 5, 1977.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$189,284.52
Present estimate of project cost, including $ 925.00 for work under this order	$189,284.52
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: R. L. Banzer Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: Construction Engineer

4-15-77

SP*72830-734

8458

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR THORIZATION

I-405-8(33)303 &

STATE PROJECT NO. TQM 9296(1)

See low

COUNTY NAME: Multnomah

PROGRAM NO.:

ITEM NO.: y1005 & 71435

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

ROM:
G. L. Green, Division Administrator
Salem, Oregon

O:
Mr. H. S. Coulter, State Hwy. Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 1 '77
REFER TO
Rulien
FOR
Info | nves | R/D | D/R | Sgn | Act | File

DATE PS&E APPROVED 11-16-76	DATE AUTHORIZATION EFFECTIVE 11-22-76	FEDERAL ROUTE NUMBER Interstate 405 & FAU 9296 STATE ROUTE NUMBER Primary 61 & City street

GENERAL LOCATION:
"West Fremont Ramp and Connection"

GENERAL DESCRIPTION OF WORK:
Install 2,100 lin.ft. lighted temporary continuous rail traffic barrier, install 11 ea. type O signs. Install 4 ea. amber sign mounted flashing lights and remove.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON A[illegible]
[illegible] FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 3-17-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the amount of $4,000 - Federal participation not to exceed $1,716.

(City of Portland to pay half of total estimated cost.)
(Above charge to I-405-8(33)303)

DATE 3-28-77	SIGNATURE OF APPROVING OFFICIAL G. L. Green	TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8158

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-405-8(33) 303 and TQM 9296(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71005 & 71435

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO
FOR
Info | Inves. | P/D | D.R. | Sign | Act | File

DATE PS&E APPROVED 11-16-76

DATE AUTHORIZATION EFFECTIVE 3-21-76

FEDERAL ROUTE NUMBER Interstate 405 & FAU 9296

STATE ROUTE NUMBER Primary 61 & City street

GENERAL LOCATION:

"West Fremont Ramp and Connection."

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Utility adjustment (City of Portland Traffic Engr.) TEC $1,725 - FF $1,474, Actual Cost BAsis.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 3-16-77, I approve the agreement with the City of Portland consistin g of your advice of Verbal Notification contained in your letter of 3-16-77 and the City of Portland's letter of 3-7-77 and the plans and estimate as furnished. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE 3-21-76 7

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner for

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

84-58

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -405-8(33)303 & TOM-9296(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71005 & 71435

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 30 '76
REFER TO Quilen
FOR
R/D D/R Sign Act

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
11-16-76	11-22-76	Interstate 405 & FAU 9296
		STATE ROUTE NUMBER Primary 61 and city street

GENERAL LOCATION:
"West Fremont Ramp and connection"

GENERAL DESCRIPTION OF WORK:
Utility adjustment.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Utility adjustment
City of Portland Bureau of Water Works
adjustment of valves.
TEC $1196 - FF $1,025.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the appropriate FHPM's. Reimbursement on an actual cost basis is approved.

I approve the agreement with the City of Portland-Bureau of Water Works consisting of the Utilities letter of 10-29-76 and your Regional Utilities engineer's letter of 11-9-76 and the plans and estimate furnished by Mr. Cartwright's 11-16-76 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-76		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

8451

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-405-8(33)303
M 9296(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
71005 & 71435

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOV 30 '76
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
11-16-76	11-16-76	Interstate 405 & FAU 9296
		STATE ROUTE NUMBER Primary 61 & 2W

GENERAL LOCATION:
"West Fremont Ramp and Connection"

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Grade, drain, high type pavement (Code 6203)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

Perm. pavement striping	$600	(SF)
Stage Const. Striping	600	(SF)
Temp. erosion control	100	(EW)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 11-10-76 request and certifying statements are accepted.

PS&E Documents for the subject project have been reviewed and are approved at a total estimated cost of $277,970 - Federal funds $249,714.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-16-76		Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-611-858

8458

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

November 15, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. J. E. Chidsey

Gentlemen:

Please refer to your letter of October 27, 1976, with attached preliminary plans for the W. Fremont Ramp and connection section of the Stadium Freeway and Columbia River Highway.

We have no objections to the plans as shown. As previously discussed, we will not plan for any rehabilitation of the 22nd Street track since that section is grouted and in good condition.

Yours very truly,

C. F. INTLEKOFER
Director, Engineering

L B Kroft
By: L. B. Kroft
Engineer, Public Works

LBK/fc

PORTLAND-1SF

x c: R.L Schroeder
J.H Verstrag
R.R. Bothman
J.B. Boyd.
J.L Sollis

NOTED
R. L. SCHROEDER

RECEIVED
NOV 16 1976
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

AGENDA
NOV 23 1976

DATE: November 5, 1976

TO: Oregon Transportation Commission

FROM: H S. Coulter
H. S. Coulter
State Highway Engineer

SUBJECT: West Fremont Interchange Ramp and Connections
Stadium Freeway, Multnomah County

Dec 16 letting

It is requested that this project be placed on the Six-Year Program for a January 27, 1977 bid opening.

The project consists of the following work:

1. Safety improvements to the existing westbound ramp connection from I-405 to N.W. Vaughn Street. This entails construction of concrete shoulder barrier and improving the super elevation around the curve.

   The ramp carries an ADT of 21,500 vehicles of which 2,400 are trucks. Truckers have been experiencing difficulty in negotiating this curve safely.

   The estimated cost of this portion of the project is $178,000 and is approved for Federal-aid Interstate funding.

2. Rehabilitation of N.W. 22nd Avenue between N.W. Vaughn and N.W. Thurman.

   N.W. 22nd Avenue is part of the temporary connection to the Stadium Freeway and is carrying through traffic for which it was never constructed. The 1975 ADT is 18,000 with 2,690 being trucks. This high volume of traffic with the large number of trucks has caused the roadway of this section of N.W. 22nd Avenue to be stressed to the point of failure.

   The estimated cost of this work is $106,000 and will be financed with Federal-aid Primary funds. The Federal share is $90,948 and the State share $15,052.

Fred - this "temporary" connection has given trouble and will have to serve high volumes for several years (8-10). It should be our responsibility & we tried to do all we could with Interstate.

O.K. Larry

APPROVED

FW Klaboe

CHIEF OF OPERATIONS

DATE: 11-9-76

This matter will be on the Consent Calendar for the November 23 meeting. Your approval is recommended.

DOC:az ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
J. H. Versteeg
Frank E. Terpin
R. N. Bothman
Walt Hart, Region 1
V. E. Skoog
George Bell

NOTED
C. W. HEAD

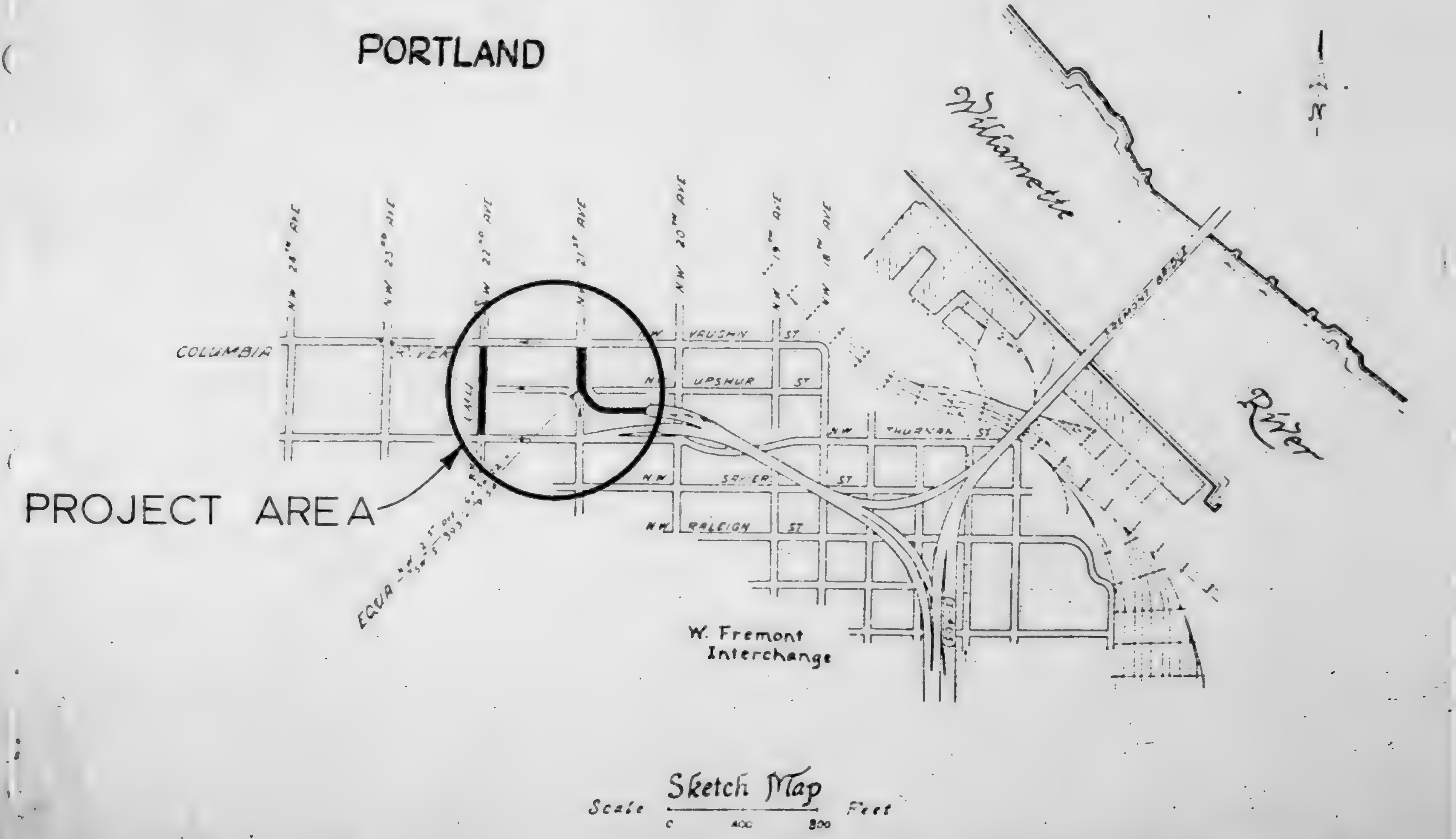
STATE OF OREGON

STATE HIGHWAY DIVISION

W. FREMONT RAMP & CONNECTION

STADIUM FREEWAY & COLUMBIA RIVER HIGHWAYS

MULTNOMAH COUNTY


PORTLAND
Willamette River
N
NW 24TH AVE
NW 23RD AVE
NW 22ND AVE
NW 21ST AVE
NW 20TH AVE
NW 19TH AVE
NW 18TH AVE
COLUMBIA RIVER
NW VAUGHN ST
NW UPSHUR ST
NW THURMAN ST
NW SAVIER ST
NW RALEIGH ST
FREMONT BRIDGE
PROJECT AREA
W. Fremont Interchange
Sketch Map
Scale 0 400 800 Feet

8458

PRO 6-2

November 5, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

NAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Annual Program - Fiscal Year 1976
Item No. 71005
Project No. I-405-8(--)303
W. Fremont Interchange Ramp & Connections
Multnomah County

We request your approval of the subject project for inclusion in the Fiscal Year 1976 annual program as CRAG approved it on November 4 as an addition to their Fiscal YEar 1976 TIP annual element.

Your October 4 memorandum withheld approval of the project for the annual program because it was not in the TIP at that time.

FHWA endorsement

Approved ____________________ Date ____________________
Division Engineer

JLG:re

cc: B. L. Gifford
Max Klotz
D. E. Swan

845.

13

~~PRO 6-2~~

November 2, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71006
Project No. I-405-8(33)303
W. Fremont Ramp & Connection
Multnomah County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on December 16, 1976.

JLG:ljt
Attachments

cc: E. L. Hardt (Reg. 1)
D. E. Swan

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

Nov. 2, 1976

FEDERAL - AID PROGRAM DATA

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-405, West Fremont Intchge. (Portland) 65	ADT	PRESENT 22,000	FUTURE -----* (66) (70)	YEAR 96 (71) (72)	REGION 10
STATE NAME	Oregon						

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H.T. Pavement 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 I- 23	NUMBER 405-8	

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Multnomah	CODE 051 (14)
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I	FEDERAL-AID I-405 (32) STATE 61 (36) (37) U.S. I-405

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		I-405, W. Fremont Interchange (Portland)					
5					**ROW**							
5					**CONST** (CODE) (Safety) 6203		"W. Fremont Ramp & Connection"	0.12	173,000	159,500	13,500	
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	0.12	173,000	159,500	13,500	
1	14	PROGRAM APPROVAL DATES							(18) (23)	(24) (33)	REMARKS	

*Assume I-505 constructed & this ramp terminal will not exist.

Additional Data: Item 544 & 78
I-405-8(20) &

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

Nov. 2, 1976

CATION (45 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
West Fremont Intchge. (Portland)	22,000	-----*	96	10	Oregon	41	042	71005

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ent								I-	405-8	(33)	303	

state

and

COUNTY NAME	CODE	PROGRAM STAGE
Multnomah	051	☐ 1 OR ☐ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-405	61	I-405

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	I-405, W. Fremont Interchange (Portland)						
							Utility adj. req. incl. prep. work.
	"W. Fremont Ramp & Connection"	0.12	173,000	159,500	13,500		ROW - 60' min.; Access Control-full; Parking Restrictions- Complete.
JLG	PROJECT TOTALS	0.12	173,000	159,500	13,500		

DATES

*Assume I-505 constructed & this ramp terminal will not exist.

REMARKS

Additional Data: Item 544 & 789, Project. Nos. I-405-8(20) & I-405-8(32)

-over-

W. FREMONT RAMP & CONNECTION

PROJECT NO. I-405-8(33)303

REMARKS - continued.

Project Data: Reconstruct the roadway between curbs (variable width 40 to 42') to increase superelevation with the work consisting of grade, drain & high-type pavement. Construct concrete barrier wall along outside of curve and other incidental work common to this type of project. Utility adjustment required including preparatory work.

Right-of-Way: No additional required.

IM-50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 reviews under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 14, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan (Category 3)

(b) Location/Design - Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District

(2) The work under this project is to be acco
under the same contract as Project F-505-
The overall contract will be known as "W
Ramp and Connection".

(3) The project is included in the approved F
Annual Element.

dway between curbs (variable width
ation with the work consisting of
. Construct concrete barrier wall
incidental work common to this type
equired including preparatory work.

ired.

from State Clearinghouse and District 2
working agreements.

or action project concurred in by FHWA

required under Oregon Action Plan
gory 3)

factor in the development of this
ct.

NOTE: (1) This project is in Congressional District No. 3.

(2) The work under this project is to be accomplished under the same contract as Project F-505-6(3)303. The overall contract will be known as "West Fremont Ramp and Connection".

(3) The project is included in the approved FY 1976 TIP Annual Element.

FORM E-30K

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE October 29, 1976

TO L. W. Rulien
Project Management Engineer

FROM J. R. Oakes
Assistant R/W Engineer

SUBJECT Federal Aid Projects
December 2, 1976 Bid Opening
I-405-8(33) 303-W. Fremont Interchange
Ramp and Commentions
Stadium Freeway
Multnomah County

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for the subject project.

All right-of-way has been acquired in accordance with current F.H.W.A. directives covering the acquisition of real property.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:lb

cc: R. L. Schroeder ✓
V. E. Skoog
J. E. Chidsey
F. N. Flanagan
Duane Ridings
F. Lowe

NOTED
R. L. SCHROEDER

RECEIVED
NOV 1 1976
Office of
Assistant State Highway Engineer

7451

Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: MAI 12

MILWAUKIE

October 26, 1976

JDMcClure

FROM: J. D. McCLURE
District Engineer

SUBJECT: Improved Curb Radius
N.W. 22nd & N.W. Thurman St.

TO: LYLE WATSON
Design Team Supervisor
Salem Design Office

I have received tentative approval from the City Engineers Office to reduce the sidewalk width at the subject intersection to approximately 7 feet, allowing at least 5 feet of sidewalk width adjacent to the relocated signal pole.

I have discussed relocating the pole with Jim Wilson, City Traffic Bureau, and he estimates the cost of relocation at approximately $2,000.00. This should be handled on a state force order with work to be done by the city.

If I receive any contrary information on reducing the sidewalk width, you will be advised.

JDM:in

Attachment

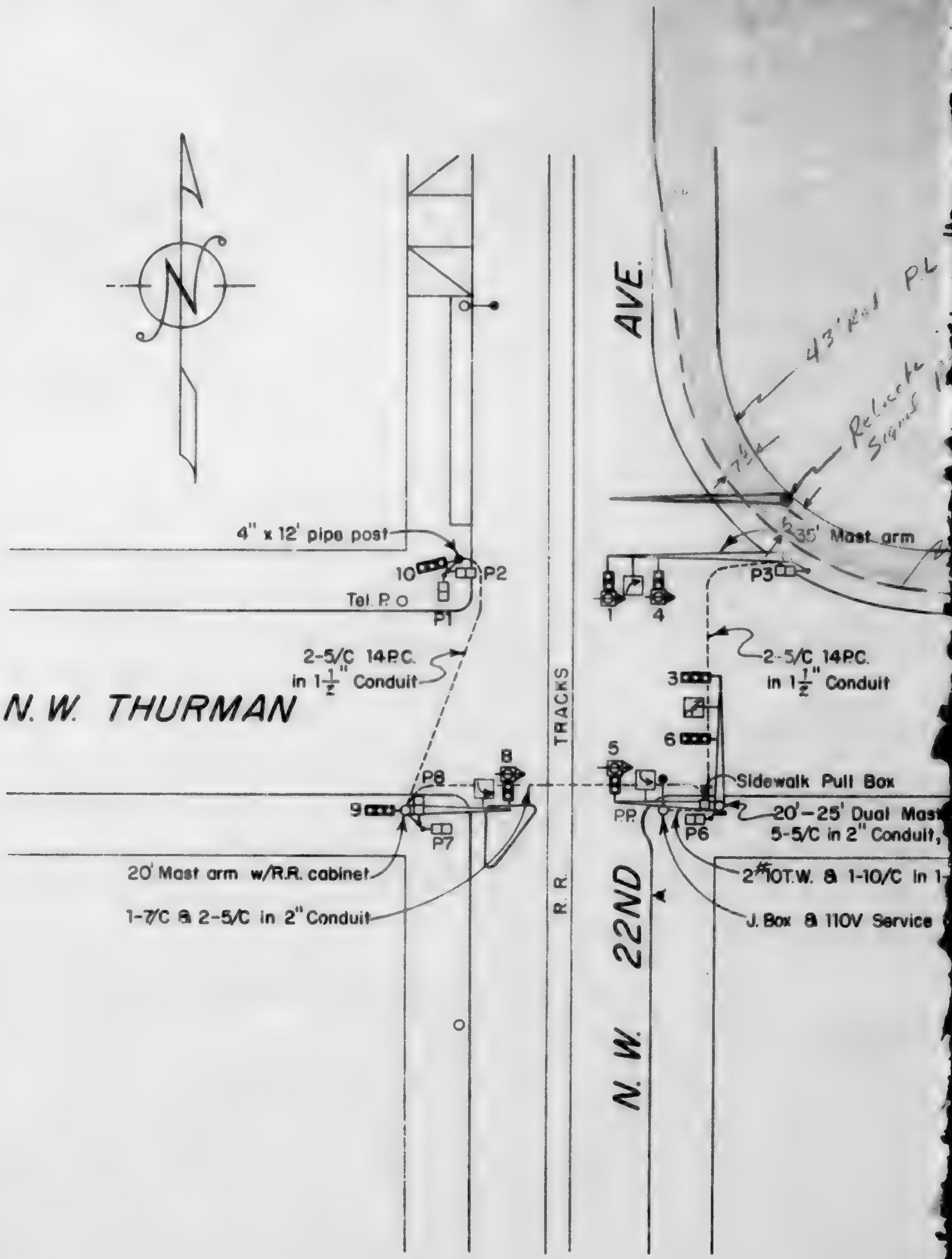
cc: D. Coville, City Engineers Office
J. Wilson, City Traffic Bureau
E. L. Hardt

REFERRED TO
Beard
Cole
Erikson
Hager
Reed
Sample
✓ Watson LW
Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

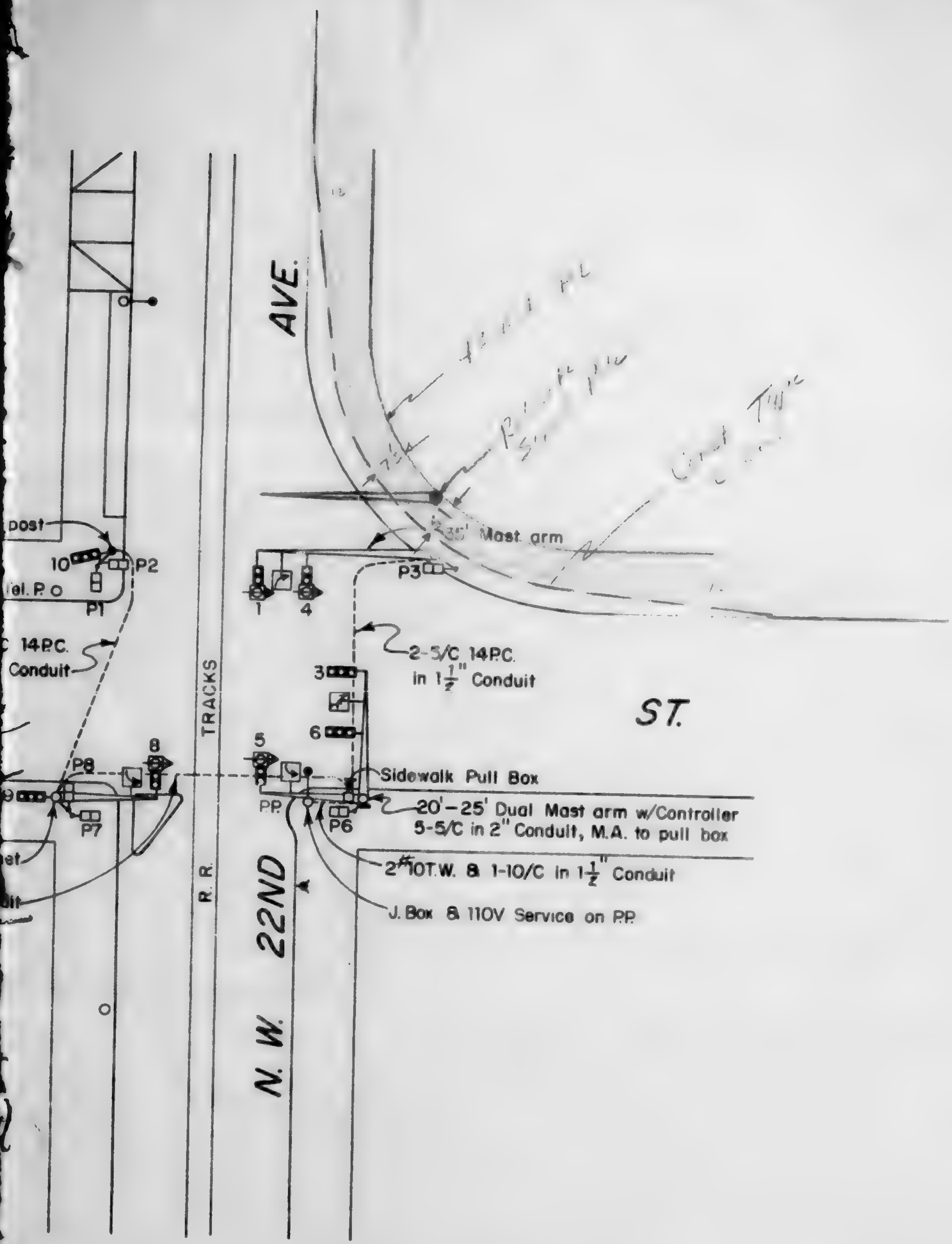
1 Versteeg ✓
2 Olson
3 Christensen Doc
Scott
4 Swenson
Savage
Trout

RECEIVED
OCT 28 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other



AVE.
43' Rad P.L
Relocate
Signal P
7½
5
35' Mast arm
4" x 12' pipe post
10
P2
P3
1
4
Tel. P. o
P1
2-5/C 14P.C.
in 1½" Conduit
2-5/C 14P.C.
in 1½" Conduit
3
6
N.W. THURMAN
TRACKS
5
8
P8
9
P7
Sidewalk Pull Box
P.P.
P6
20'-25' Dual Mast
5-5/C in 2" Conduit,
20' Mast arm w/R.R. cabinet
1-7/C & 2-5/C in 2" Conduit
2#10T.W. & 1-10/C in 1-
J. Box & 110V Service
R.R.
N.W. 22ND


AVE.
ST.
N. W. 22ND
R. R. TRACKS
post
10
P2
Tel. P. o
P1
C 14P.C.
Conduit
P8
8
9
P7
5
P.P.
P6
1
4
3
6
P3
35' Mast arm
2-5/C 14P.C. in 1½" Conduit
Sidewalk Pull Box
20'-25' Dual Mast arm w/Controller 5-5/C in 2" Conduit, M.A. to pull box
2#10T.W. & 1-10/C in 1½" Conduit
J. Box & 110V Service on P.P.

CITY OF PORT
DEPARTMENT C
BUREAU OF TRA

L. E. ANDERSON ......
D. E. BERGSTROM ......

SIGNAL

PL

N. W. 22
A
N. W. THU

NOVEMB

SCALE: 1"

Revis

Date	D
11/8/72	SIGNALS TURNED
12/20/73	NEW RADIUS ON N.
11/13/73	Southbound made

APPROVED D. E.

DATE 11-

PL-3-

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

L. E. ANDERSON . . . . COMMISSIONER
D. E. BERGSTROM . . . . TRAFFIC ENGINEER

SIGNALIZATION

PLAN

N. W. 22ND AVE.
AT
N. W. THURMAN ST.

NOVEMBER 1973

SCALE: 1" = 30'-0"

Revisions

Date	Description
11/8/72	SIGNALS TURNED ON.
12/20/73	NEW RADIUS ON N. E. CORNER.
11/13/73	Southbound made Left Turn Only.

APPROVED D. E. Bergstro
City Traffic Engineer

DATE 11-27-73

PL-3-053

84-58

/3

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 25, 1976

Duane O Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: W. Fremont Interchange
Ramp and Connections
Stadium Freeway
Multnomah County

NOTED
E. S. HUNTER

Inquiry was made October 22, 1976, by Mr. E. L. Hardt, Region Engineer, as to the possibility of moving the subject project up to the November 18, 1976, bid letting.

Mr. Gaither of Project Management advised us that the project could not be approved by FHWA until it had been officially placed on the Portland TIP. This will not be officially done until CRAG meets on November 4, 1976. This is too late for a November bid opening.

Assuming we get approval on Friday, November 5, 1976, and FHWA approval we will advertise on November 10, 1976, for a December 2, 1976, bid opening.

This information was telephoned to M. A. Craft on October 22, 1976.

DOC:az
cc: E. S. Hunter
L. W. Rulien
E. L. Hardt
L. K. Watson
C. G. Swenson

RECEIVED
STATE HWY ENGR
OCT 27 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8458 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 20, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: W. Fremont Interchange
Ramp and Connections
Stadium Freeway
Multnomah County

Mr. Green's letter of September 15, 1976, indicated approval of the use of FAI funds for the proposed safety improvements to the existing westbound ramp connection from I-405 to N.W. Vaughn Street.

He further stated that the rehabilitation of N.W. 22nd Avenue, between N.W. Vaughn and N.W. Thurman, was not eligible for FAI funding. It is proposed and recommended that this portion of the project be financed with FAP funds. The estimated cost of this work is $75,000 of which $64,350 is the federal share and $10,650 is the State's share.

N.W. 22nd Avenue is part of the temporary connection to the Stadium Freeway and is carrying through traffic for which it was never constructed. The 1975 ADT is 18,000 with 2,400 being trucks. This high volume of traffic with the large number of trucks has caused the roadway of this section of N.W. 22nd Avenue to be stressed to the point of failure.

DOC:az
cc: L. K. Watson
C. G. Swenson

10-22-76

Orig to Duane

Prepare a letter requesting Com. to place job on the [illegible] program.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
OCT 21 '76
RE TO
FOR
Info Inve

8451

1-

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 8, 1976

DNStoudenmeyer

FROM: Don N. Stoudenmeyer
Preliminary Design Supervisor

TO: MEMO TO THE FILES

SUBJECT: W. Fremont Interchange
Stadium Freeway
Multnomah County

NOTED
S. HUNTE

Metro's proposal of July 26th and Traffic's comments of October 1st, concern a proposed interim revision to the W. Fremont street connections.

There is also a safety job presently scheduled for December of this year to revise the existing 21st Avenue connection, plus beef up 21st Avenue and 22nd Avenue in their present locations.

Metro's plan required right-of-way and is probably a good two or three years away from construction. It seems prudent to go ahead with the December project to alleviate a hazardous situation and consider the other proposal at a later date.

DNS:az
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. N. Bothman
E. L. Hardt
L. E. George

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8458 43

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 7, 1976

In reply refer to: 1041EC.1

SUBJECT: Project Assessments
(Listed Below)

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Oregon Project RS-133(-)
Walluski River Bridge

Oregon Project I-405-8(-)303
W.Fremont Interchange Ramps and Connections

Oregon Project HH-9361(-)
Barbur Blvd. @ SW. 19th Ave.
Pacific Highway West

Oregon Project U-183(-)
Hillsboro-Beaverton Bus Turnouts, Tualatin

Oregon Project RS-304(4)
Richmond Jct.-Melvina Cr.
Service Cr.-Mitchell Hwy.

Oregon Project M-9713(-)
Prescott-Flavel (Portland) 82nd Avenue
Cascade Hwy.

Oregon Project HHS-9(-)
Pacific Hwy West @ Erving Rd.

Oregon Project M-0315(1)
10th St. @ Main St., Oregon City

Oregon Project HHS-0670(1)
SE. Division @ SE 112th Ave.

Oregon Project HHS-132(14)
Pacific Highway East @ 10th St. Oregon City.

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

The above listed project assessments submitted with Mr. Rulien's August 23 letter have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

The proposed standards, design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

8458 46

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

October 1, 1976

FROM: L. E. George
Traffic Engineer

SUBJECT: West Fremont Interchange
Portland

TO: R. N. Bothman
Assistant State Highway Engineer

Attached is an analysis of several plans that have been proposed to handle traffic between I-405 and Vaughn on a temporary basis until I-505 is completed. We expect that Plan 3 would provide a better level of service than any other plan.

Consideration was given to the possibility of building the permanent I-505 ramps to use as temporary connections. It was found that these ramps would be capable of handling the existing traffic volumes, but the level of service would not be as high as with Plan 3.

If we can be of further help, please let us know.

L E George

L. E. George
Traffic Engineer

TL:ds
Attachment

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. H. Versteeg w/attachment
E. L. Hardt
R. L. Schroeder

RECEIVED
DOT OPERATIONS
OCT 5 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

845.1

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 15, 1976

In reply refer to: 1041A

SUBJECT: Oregon Project I-405-8(-)303
W. Fremont Interchange Ramp & Connections
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The following is in response to Mr. Rulien's August 27, 1976 letter. The proposed safety improvements to the existing westbound ramp connection from I-405 to N.W. Vaughn Street is eligible for FAI funding.

The rehabilitation of N.W. 22nd Avenue cannot be identified as an Interstate responsibility.

for E. J. Walach
G. L. Green

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

noted OK

August 27, 1976

Mr. Glen L. Green
Oregon Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

L. W. Rulien
Program Management Engineer

W. Fremont Interchange Ramp and Connections
Project No. I-405-8(--)303
Multnomah County

Your concurrence is requested that: (1) rehabilitation of N.W. 22nd Avenue between N.W. Vaughn Street and N.W. Thurman St.; and (2) safety improvement of the westbound ramp to N.W. Vaughn Street is eligible for Federal-Aid Interstate funding based on the following facts.

N.W. 22nd Avenue:

At P.S. & E. on Project No. I-405-8(28)303, "West Fremont Interchange (Unit 2) section", the concept was that the Columbia River Highway from N.W. 28th Avenue consist of a temporary couplet using N.W. Vaughn Street and N.W. Thurman Street until the issue on I-505 could be resolved. During construction, because of pressures from various groups, the couplet concept was abandoned except between N.W. 22nd Avenue and N.W. 21st. Avenue.

The previous action caused N.W. 22nd Avenue to become part of the temporary connection to the Stadium Highway and consequently, a portion of the truck route for all of Northwest Portland. This forced N.W. 22nd Avenue to carry through traffic for which it was never constructed. Prior to that time its structural strength was sufficient for it to function as a neighborhood collector. The ADT taken in June and July of 1975 indicated 18,000 vehicles per day with 2,400 being trucks. This high volume of traffic with the large number of trucks has caused the roadway of this section of N.W. 22nd Avenue to be stressed to the point of failure.

N.W. Vaughn Street Ramp:

The hazardous condition on the westbound ramp to N.W. Vaughn Street should be minimized by reconstructing the roadway on the curve at the base of the ramp by installing GM shoulder barrier and providing super-elevation through the length of the curve rather than approximately two-thirds the length as presently constructed. The ramp was originally designed to allow the left-hand traffic to turn into Upshur St. But, because of the concept change previously mentioned this movement has not been permitted.

Enclosed is a copy of the accident listing between 1 January 1974 and 31 December 1975 for this portion of roadway. Considerable vehicle debris and rail damage indicates that vehicles consistently strike the guardrail and it is our contention that many accidents are not reported as the vehicle apparently is not disabled or sustained enough damage to be a reportable accident.

We solicit your earnest consideration of our request as these temporary connections will be in use for many years since the construction of I-505 is nebulous at this time. Attached for your reference is a sketch map with the two sections involved outlined in red and the Columbia River Highway colored yellow.

JLG:md

Attachment

cc: D. E. Swan

OREGON STATE HIGHWAY DIVISION

Traffic Engineering Section

Urban Motor Vehicle Accident Listing

LOCATION
City Portland
Street —
Hwy. No. 2W Rte. No. I-505
From 0.04 mile west of N.W. 20th Ave. (M.P. 1.49)
To 0.01 mile east of N.W. Vaughn St. (M.P. 1.59)
Period Covered: 1-1-74 to 12-31-75

LOCATION	COLLISION TYPE												ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			
1974																			
1.53			1										1		1			3	
1.54						2							2		2			2	
1.56					1								1			1			
1.57			1										1		1			1	
1.58								1					1			1			
1974 Total			2		1	2		1					6		4	2		6	
1975																			
1.54									1				1		1			2	
1.55					1								1		1			1	
1.56									1				1	1			1		
1975 Total					1				2				3	1	2		1	3	
Grand Total			2		2	2		1	2				9	1	6	2	1	9	

7623

STATE COPY

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

7623

GRADING, PAVING, STRUCTURE, SIGNING & ILLUMINATION

WEST FREMONT INTCHGE. (UNIT 2) SECTION

STADIUM FREEWAY & COLUMBIA RIVER HIGHWAYS

MULTNOMAH COUNTY
JULY, 1971

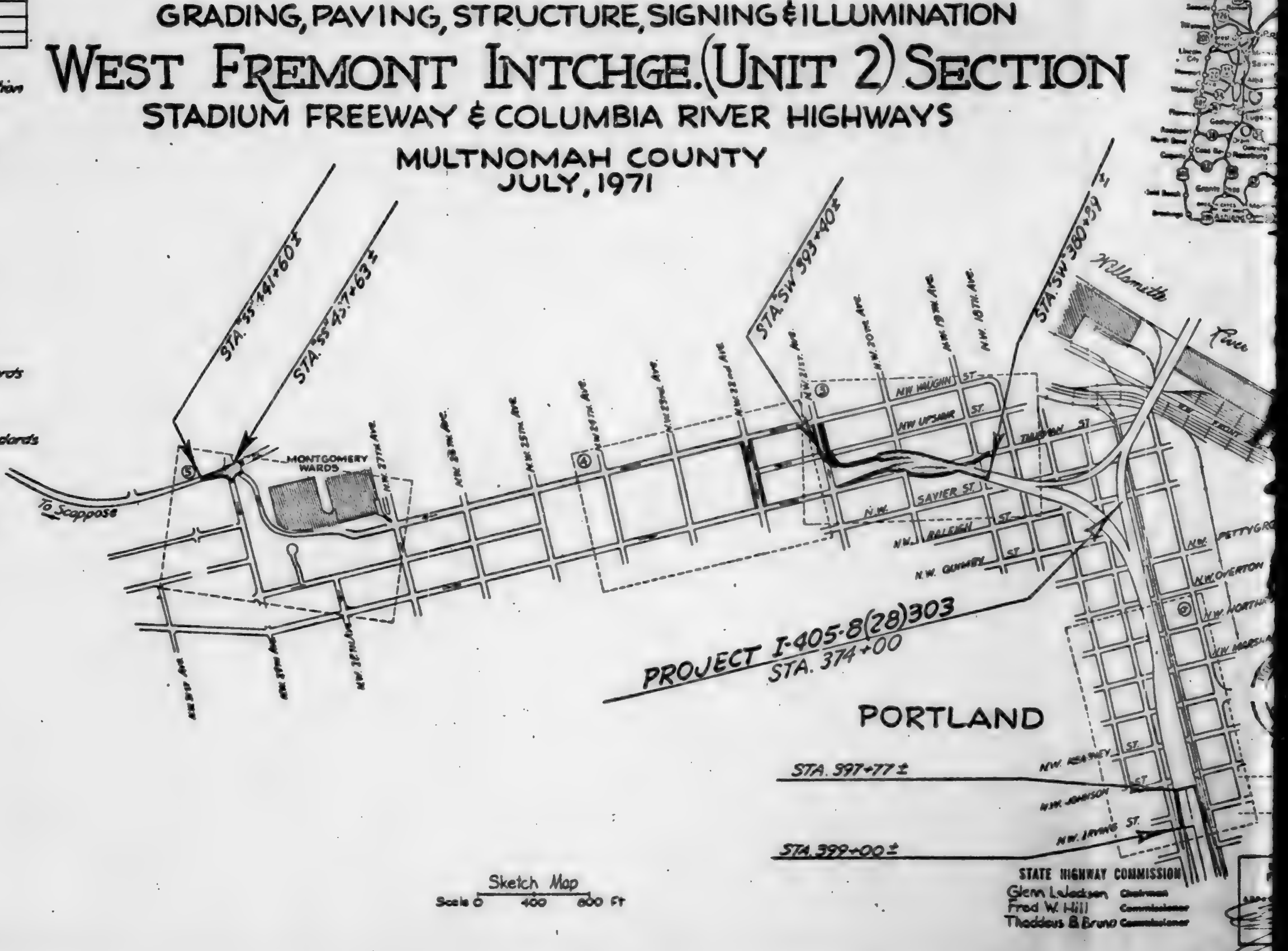
WEST F
STADIUM F

FED. ROAD DIV. NO.
8

INDEX OF SHEETS

[illegible]	DESCRIPTION
1	Title Sheet
2,2A,2B	Typical Sections & Details
2C	Pipe List
2D	Summary
3,3A,3B,3C	Plans
3D,3E	Profiles
3F	Traffic Transition Details
4,5,6,6A	Plans
6B	Profile

Drg. No's
27227-Temporary Protection & Direction of Traffic
2502-Identification Signs
2070-Bridge End Panels
B-432-Concrete Shoulder Barrier
2091A-C.M.P. Details
2050, 2050A } Manholes
2105, 2105A } Concrete Inlets
2126, 2126A, 2126B } Guard Rail & Barricade
2077-Curbs & Islands
2051-Asph. Curbs
25701-25757 Incl.-Br. No. 9268A
25022, 22960, 22970, 23836, 23938 } Bridge Standards
27216-27219-Signing
S-1, S-2, S-5, S-6, S-7, S-8, S-10, S-11, S-12, S-15, S-16, 22478, 21353-21356 Incl. } Signing Standards
27213, 27215, 24596-Illumination
2433-Traffic Signals
1470, 1472, 1488, 1489, 1473, 1474 } Signal Standards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STA. SS 437+63±
STA. SW 393+40±
STA. SW 380+39±
Willamette
River
MONTGOMERY WARDS
To Scappoose
N.W. 27th Ave.
N.W. 26th Ave.
N.W. 25th Ave.
N.W. 24th Ave.
N.W. 23rd Ave.
N.W. 22nd Ave.
N.W. 21st Ave.
N.W. 20th Ave.
N.W. 19th Ave.
N.W. 18th Ave.
N.W. VAUGHN ST.
N.W. UPSHUR ST.
THURMAN ST.
N.W. SAVIER ST.
N.W. RALEIGH ST.
N.W. QUIMBY ST.
N.W. PETTYGROVE
N.W. OVERTON
N.W. NORTHRUP
N.W. MARSHALL
N.W. KEARNEY ST.
N.W. JOHNSON ST.
N.W. IRVING ST.
PROJECT I-405-8(28)303
STA. 374+00
PORTLAND
STA. 397+77±
STA. 399+00±
Sketch Map
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STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

7623

10V-200

STATE COPY

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

7623

GRADING, PAVING, STRUCTURE, SIGNING & ILLUMINATION

WEST FREMONT INTCHGE. (UNIT 2) SECTION

STADIUM FREEWAY & COLUMBIA RIVER HIGHWAYS

MULTNOMAH COUNTY
JULY, 1971

WEST FREMONT INTCHGE (UNIT 2) SEC. STADIUM FREEWAY & COLUMBIA RIVER HWYS. MULTNOMAH COUNTY					SHEET NO.
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FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
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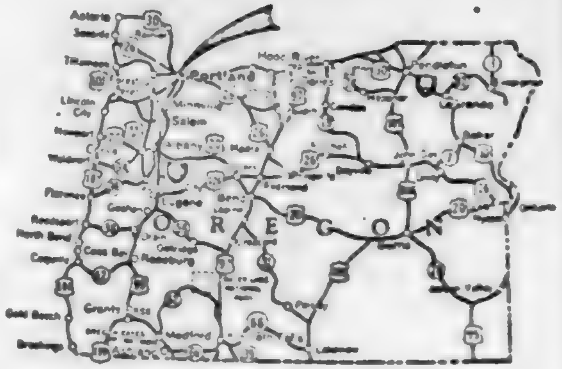

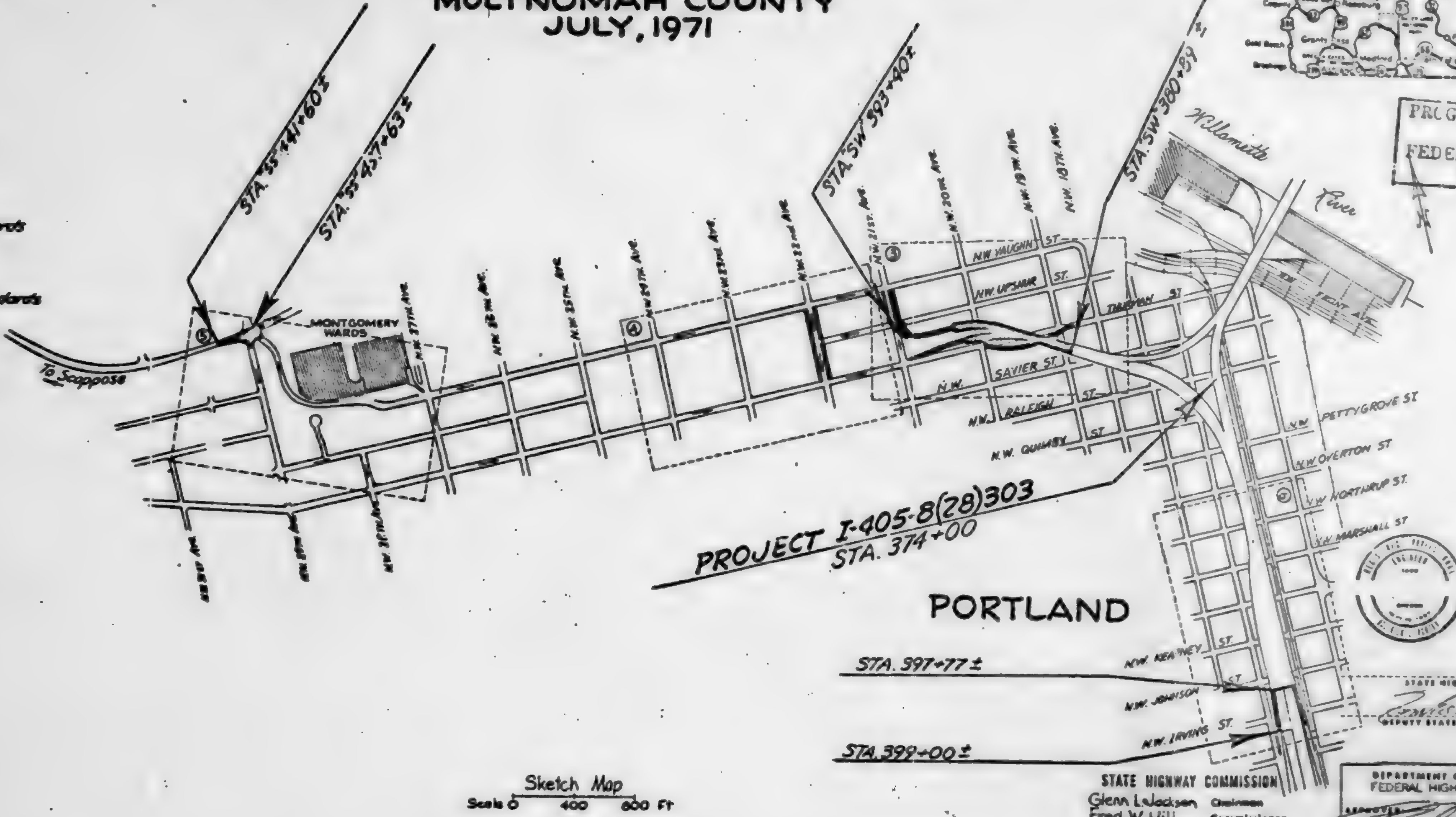

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Willamette River
PROJECT I-405-8(28)303
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PORTLAND
STA. 397+77±
STA. 399+00±
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PROGRAM & PLANNING
DIVISION
FEDERAL AID SECTION
FILE COPY

STATE HIGHWAY ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DISTRICT ENGINEER DATE

8457

15

UNIIED STATES GOVERNM

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 14, 1976

In reply refer to: 1041A.1

SUBJECT: Oregon Project I-405-8(-)303
NW Vaughn-NW Thurman
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 2~~3~~5, 1976, memorandum has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, design and other specific details contained in the assessment will be subject to future reviews.

for G. L. Green

CC:
OSHD (Potter)
" (Laux)
" (Region Metro, G. Kaiser)

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STATE HWY ENGR
SEP 16 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

August 25, 1976

TO: Mr. G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Project Assessment
N.W. Vaughn St.-N.W. Thurman St.
21st & 22nd Avenue (L. Col. R. Hwy)
Multnomah County

Attached are three copies of the Environmental Assessment on the subject project. We request your concurrence in our proposed type of environmental document and in our finding that the project constitutes a non major action.

BLG:dpy

Attachments (3)

cc: G. A. Potter
B. L. Gifford (w/att.)

945 Portland

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON

INTER-OFFICE CORRESPONDENCE

Milwaukie

September 10, 1976

ORIGINAL SIGNED BY
JAMES D McCLURE

FROM: J. D. McCLURE
District Engineer

TO: MEMO TO FILE

SUBJECT: PRECONSTRUCTION CONFERENCE
City of Portland
N.W. 21st Avenue
Sewer Project

On September 9th, Dennis Peterson, Don Wackerbarth and I attended the subject preconstruction conference. Mr. Carl Jensen, Public Works Design Engineer, conducted the meeting. A letter concerning the conference is attached.

The contractor anticipated closing the N.W. 21st Avenue truck route, north of Vaughn Street, in January. He will furnish a copy of his construction schedule at a later date. I requested we have 30 days prior notice of the closure for installation of the Type II barricade.

I briefly explained the construction the Highway Division is planning to contract on the 21st Avenue off ramp during the same time frame.

JDM/lms
Attachment
cc: E. L. Hardt
J. H. Versteeg ✓

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THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

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September 1, 1976

Dorfman Construction Company
124 N. LaBrea Avenue
Los Angeles, California 90036

Attention: Jerry Dorfman

Re: N. W. 21st Avenue Trunk Sewer Reconstruction Project

Gentlemen:

We are scheduling a Preconstruction Conference for the above named project. The conference will be held in Room 431, 400 S. W. Sixth Avenue, Portland, Oregon at 2:00 p.m. on September 9, 1976.

Representatives from various City departments, Tri-Met, Oregon State Highway Division, Railroads, Port of Portland, Bingham-Willamette and utility companies are invited to attend. Dorfman Construction Company, and principal subcontractors must be represented at the meeting.

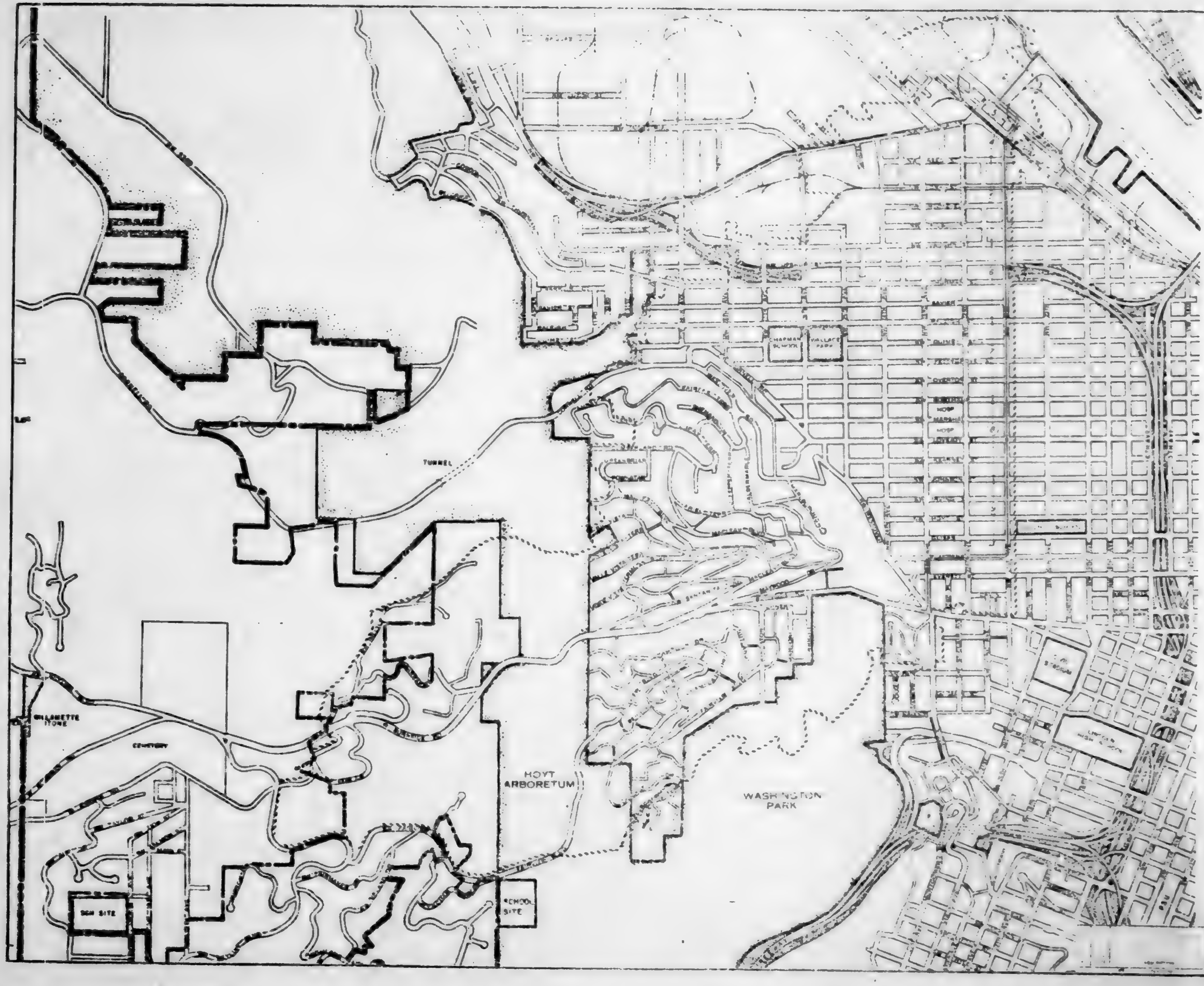
If you have any questions concerning this meeting, please contact Edward Ng at 248-4635 or Carl Jensen at 248-4189.

Very truly yours,

Gerald Sunnarborg
R. G. SUNNARBORG
Assistant Principal Engineer

EN:es
enc.

cc: Northwest Natural Gas Co.
Pacific Northwest Bell
Portland General Electric Company
Tri-Met
City Bureaus: Fire, Water, Traffic, Field Engineering
Port of Portland
Bingham-Willamette
Burlington Northern
Portland Terminal Railroad Company
Oregon State Highway Division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WALLACE PARK
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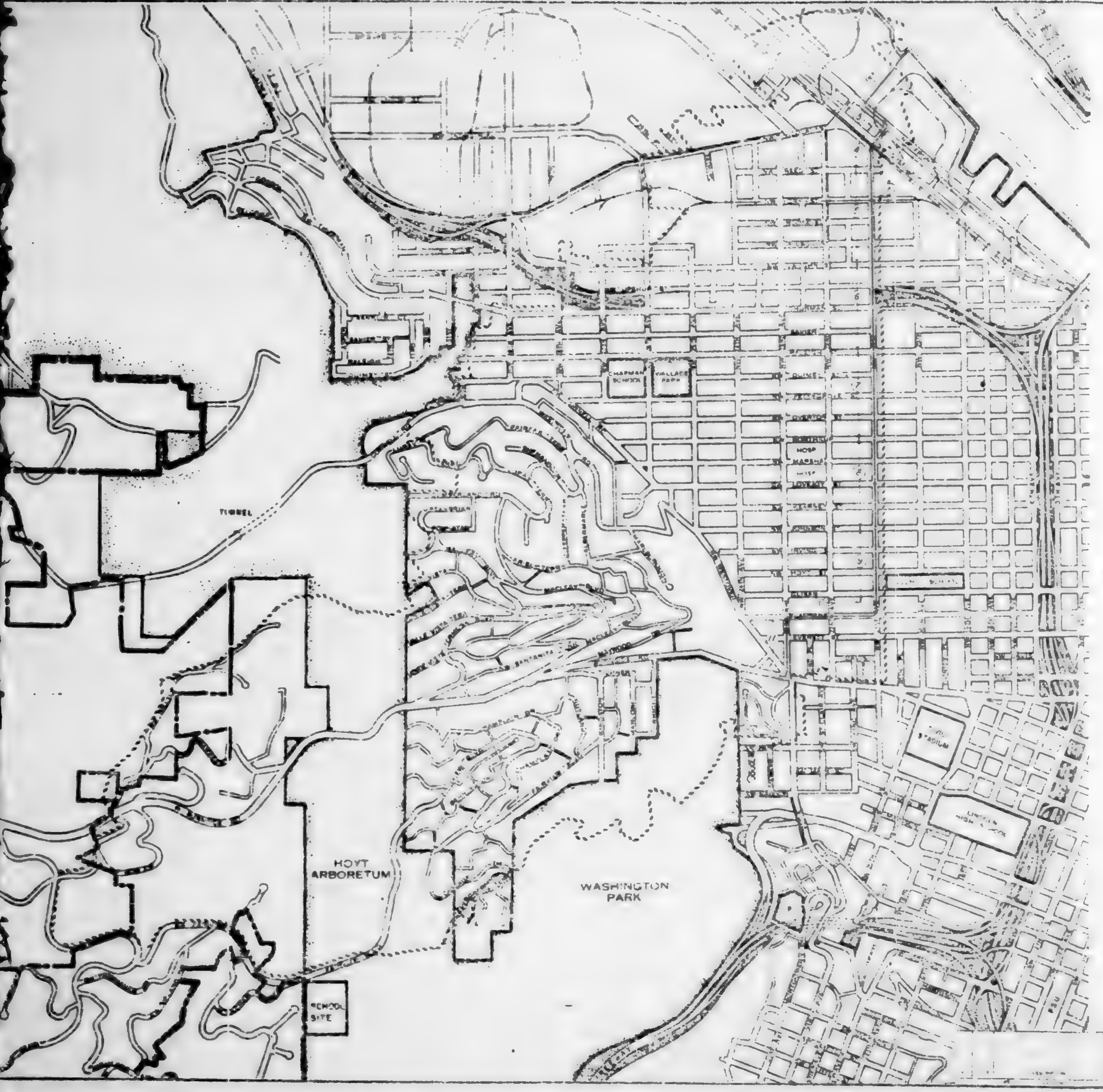
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LINCOLN HIGH SCHOOL

THIS DRAWING REDUCED TO APPROX. HALF SIZE

DRAINAGE BASIN MAP

SCALE 1" = 600'

LEGEND

PROPOSED RECONSTRUCTED SEWER

GENERAL CONSTRUCTION NOTES

2 SEE SHEET 13 FOR MANHOLE [illegible]

5 SEE SHEET 23 FOR PIPE [illegible]

DEPARTMENT OF PUBLIC WORKS

N.W. 21st. AVENUE TRUNK SEWER
FROM W. BURNSIDE ST.
TO THE WILLAMETTE RIVER

23

Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 7, 1976

FILE: PRO 4

Edward L Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: 21ST AVENUE RECONSTRUCTION NORTHWEST PORTLAND

TO: J. H. VERSTEEG
Road Design Engineer

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You are presently developing the plans for the reconstruction of the 21st Avenue offramp from the Fremont Bridge in Northwest Portland. This part of the project consists, essentially, of constructing a GM wall and raising the superelevation of the curve.

The City of Portland has a contract for installation of a large sewer line lying in 21st Avenue. The City plans, as part of this project, to close 21st Avenue to traffic and in so doing plans to narrow the offramp down to two lanes. This traffic-handling plan has been reluctantly agreed to by the Metropolitan office, who forecasts considerable traffic congestion because of it. Our hope is to take advantage of the presence of this barricade by building our retaining wall during the time the City's barricade is in place.

The City has just recently awarded the contract for this work and we have a construction schedule from them. It indicates that during the months of December and January the above-mentioned barricade would be in place. This is the time interval when we should have our wall constructed. I have attached a copy of the barricade plan which is for your use in planning the work, and also should be shown on our plan so as to indicate to the contractor the work area available to him. State forces under District Engineer Jim McClure will place, maintain, and remove this barricade which will allow us to leave it in place after the City has completed its work, if necessary. I'd rather not be a party to having the barricade there any longer than necessary, however.

Jim has agreed with the City to share the cost of this barricade work, since we will be getting benefit from it. Four thousand dollars should be programmed into the anticipated items for our project to cover this cost. We are doing the work by State forces because (1) we have most of the material, (2) State forces will be available for maintenance, and (3) we prefer not to have the City's contractor working on our highway system. I trust this is enough justification to sell this concept to the FHWA.

I've learned, talking to Lyle Watson today (Sept. 3), that the preliminary plan for the wall is to pave the ramp to the new grade first and then put a gravity-section wall on the pavement. I have problems with that. First of all, it will be very difficult to pave out the ramp in December, especially since there will be a barricade occupying one lane of the ramp. I would

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prefer not to base our whole program on the availability of decent weather in December to do that work. My concept would be to build a conventional T-shaped wall with the barrier integral with the stem and set the top of the footing at the pavement grade. That would allow us to set the wall on the existing ground and as soon as it was completed to remove the barricade and allow traffic to drive on existing pavement right up to the wall. Then in the Spring when we get suitable paving weather we could do the ramp paving.

With respect to the street rebuilding on 21st adjacent Vaughn Street, and to the street rebuilding on 22nd Avenue between Thurman and Vaughn, my thought is that that work should be scheduled in the Spring so as to not get caught with an open excavation during the winter weather. I visualize two separate completion dates; one for completion of the wall so that the barricade can be removed, programmed for the shortest possible construction time for the wall and that should be in workdays to give the contractor relief during possible freezing weather in January, and the second completion date sometime in the middle of the summer for completion of the work. The specs should tell the contractor that he is expected to build the wall in December and January, in spite of the normal inclement weather at that time.

I have thrown together some rough thoughts about how the work should be done. I realize there may be problems with my concept, or there may be a better way to get the work done. I will be happy to discuss this with your people at any time.

ELH/gw/cr
cc Jim McClure
R. N. Bothman
Maury Payne

8458

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
August 19, 1976
Salem, Oregon 97310

G. Rampone for/

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Project Assessments

TO: L.W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

The following projects have been assessed and evaluated for their potential impact on the quality of the human environment:

W. Fremont Interchange Ramps and Connections, Multnomah County--Proposal is to reduce chance of serious accident by increasing super of west-bound off-ramp, erect concrete shoulder barrier, and resurface deteriorated connecting streets.

Barbur Blvd. @ SW 19th Avenue, Pacific Highway North, Multnomah County--Proposal is to eliminate high hazard through signalization of intersection and left-turn refuge.

Hillsboro-Beaverton Bus Trunouts, Tualatin Valley Highway, Washington County--Proposal is to provide bus turnouts at given intervals to eliminate present blockages caused by buses picking-up and dropping-off passangers.

It has been determined that no new right-of-way will be required, and that these projects are of a type for which the Statewide Assessment for Safety Projects is applicable. The statewide assessment classifies these projects as non-major.

GAP:GR:ds

cc: E.S. Hunter
R.N. Bothman
Ed Hardt
Geoff Kaiser
Craig Markham

AUG 20 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Portland

Copy To Beard
8-16-76

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Tigard, Oregon 97223
August 10, 1976

SUBJECT: N.W. 22nd. Ave
City of Portland
Multnomah County
Prefix: 26-1968-901

To: Mr. Lyle Watson
Design Team Supervisor
Salem

Enclosed you will find a traffic plan and recommendation from Region I Traffic Engineer, Ron Failmezger.

This plan would remove the majority of car traffic from 22nd. Ave. during construction.

Tom Neeley, Traffic Engineer, City of Portland estimates $1,200 to revise the traffic signals. This amount should be set up as an "Additional Anticipated Item" in the Project Authorization. The barricading along Vaughn St. should be shown on the plan for "Temporary Protection & Direction of Traffic."

Maurice D. Payne
Maurice D. Payne
Res. Engr.

MDP/rwt

cc: Marion Craft
Ron Failmezger
File

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1- Milwaukie
August 5, 1976

FILE:

FROM: Ronald W. Failmezger
RONALD W. FAILMEZGER
Region Traffic Engineer

TO: MAURY PAYNE
Resident Engineer

SUBJECT: CONSTRUCTION DETOURING
NW 22nd Avenue
Thurman - Vaughn Street
City of Portland

I have shown on the attached sketch the traffic handling pattern that would be functional when reconstructing NW 22nd Avenue between Thurman and Vaughn Streets. The assumption was made that stage construction would be used on NW 22nd Avenue leaving one lane open during off-peak hours and two lanes open during peak hours. This would leave the truck route open and functioning in the same manner it is now. The plan calls for detouring regular east bound US 30 traffic on Vaughn Street at NW 23rd Avenue over to Thurman Street.

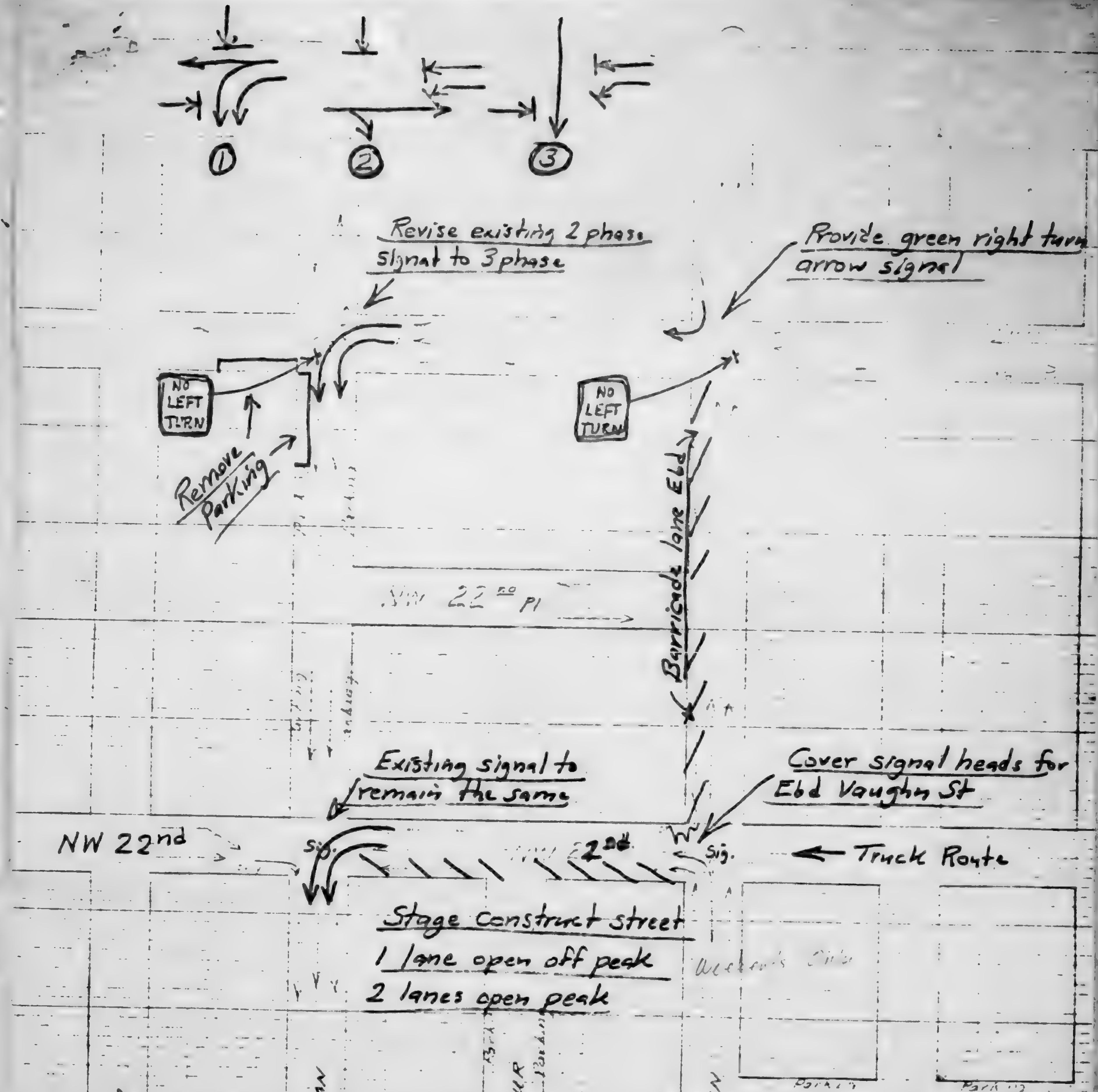
The primary concern for additional congestion is at the intersection of 23rd Avenue with Thurman Street. It is felt necessary that at this intersection a three-phase traffic signal would need to be provided because of the extremely heavy left turning movement. Parking would need to be removed on the South East corners. Left turns would need to be prohibited for north bound traffic at both Thurman and Vaughn Streets.

It is invisioned that the City of Portland would do the signal changes as part of the contract. They would also eliminate the parking and the left turn movement. The contractor would take care of the barricading of the lane on Vaughn Street and barricading on 22nd Avenue.

RWF/gw

Attachment

cc: Marion Craft
Tom Neely, Traffic Engineer, City of Portland


①
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③
Revise existing 2 phase signal to 3 phase
Provide green right turn arrow signal
NO LEFT TURN
NO LEFT TURN
Remove Parking
Barricade lane Ebd
NW 22nd Pl
Existing signal to remain the same
Cover signal heads for Ebd Vaughn St
NW 22nd
Sig.
22nd
Sig.
← Truck Route
Stage construct street
1 lane open off peak
2 lanes open peak
SAVIER
THURMAN
UPSHUR
VAUGHN
WILSON
NW 21st Pl
Parking
Parking
Parking
Parking
Truck Route NW 21st →

Page 1 of 2

~~I-505~~
(61)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

12949 S. W. Pacific Highway

Tigard, Oregon 97223

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BY FINAL DESIGN ENGINEER

DATE August 2, 1976

TO Lyle Watson
Design Team Supervisor

FROM Maurice D. Payne
Maurice D. Payne
Resident Engineer

SUBJECT W. Freemount Ramp & Connection
Industrial Freeway (I-505)
Multnomah County

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Per your July 14 memo to Marion Graft, Region Construction Engineer, enclosed you will find the following:

1 - One book field notes, topog, levels & cross sections "SW" Line (from End Str. to Vaughn)

2 - One book field notes, topog, levels & cross sections 22nd. Ave. Vaughn to Thurman.

3 - One folder of existing utilities, including city plan for storm sewer on 21st. Ave.

4 - One packet of photos.

The following is recommended:

S.W. 21st. Ave.

1 - Install Concrete Shoulder Barrier from "SW"S388+63 to "NW" 21st. 6+25. The portion from Sta. "SW"S391+50 - "NW" 21st. 6+25 would be a retaining wall with a OSHD Safety configuration on the traffic face.

2 - Build the super up on the curve from Sta. "SW"391 to "SW" 393+30 with A.C. material. Hold the existing grade in the north gutter.

3 - Construct the shoulder barrier and pave the left lane during the time the City has the left lane barricaded off for their storm sewer installation.

The City anticipates starting October 1, 1976 on 21st. St. Their contractorhas 90 days from the starting date to complete the work on 21st. St.

4 - The center lane and right lane should be paved after the barricade has been removed, on a Sunday. Traffic would be moved to the left lane.

S.W. 22nd . Ave.

Excavate the left lane, starting at a point clear of the left turn radius of N.W. Vaughn St. and ending at a point clear of the left turn radius from 22nd. (centerlane) to Thurman St.

Specify Saturday & Sunday to grade and pave the intersections at Vaughn & Thurman and removing old A.C. and repaving the centerlane (where the R.R. tracks exist). During this Saturday & Sunday period, traffic would be one lane. The right lane would be excavated in the same manner as the left lane and again a Saturday & Sunday for the intersections. During the weekdays, a crossing of 22nd. at Upshur St. would have to be maintained for local business.

A plan to divert the majority of car traffic from 22nd . to 23rd. is presently being studied by Region I Traffic Engineer and City of Portland Traffic Engineer. Information on this will be submitted later. It does not appear feasible to divert the truck traffic from 22nd.

22nd. Ave. should not be under construction during the time that 21st. Ave. is closed (October 1, 1976 est. plus 90 days).

The drainage pattern on 22nd . Ave. would not change.

MDP/pl

cc: Marion Craft, Region Construction Engineer
Ron Failmezger, Region Traffic Engineer

8458

13

OREGON STATE HIGHWAY DIVISION

July 23, 1976 Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

J. P. NIEHUSER, Chief Civil Engineer
Department of Public Works
City of Portland
400 Southwest Sixth Avenue
Portland, OR 97204

This has reference to your June 9, 1976, letter regarding the closure of N. W. 21st Avenue. As our representatives agreed at a meeting on June 16, we have delayed our response pending receipt of the proposed special provisions which your office was preparing.

We have now completed our review of the items listed in your June 9 letter and those items in the special specifications which concern the State Highway Division, and find the proposed arrangements satisfactory.

I hope your PR program will be effective in alerting northwest motorists to the almost certain monumental traffic problems during the course of this project. This office will support your efforts where possible.

Robert N Bothman

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

DLP/ldo

cc: F. B. Klaboe
E. L. Hardt
D. E. Bergstrom

NOTED
F. B. KLABOE

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 14, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: W. Fremont Ramp & Connection
Industrial Freeway (I-505)
Multnomah County

TO: MEMO TO THE FILES

I called Marion Craft, Region 1 Construction Engineer, today to ask him for the following field data on the off-ramp from the structure to Vaughn Street and on 22nd Avenue from Vaughn to Thurman:

1. Levels
2. Cross-Sections
3. Existing Drainage
4. Existing Utilities (Including city sewer plan)
5. Proposed Drainage
6. Proposed Traffic Handling

This project is scheduled for a November 18, 1976, bid opening and the field information should be submitted by July 30, 1976.

LKW:az

1 Versteeg ✓
Olson
2 Christensen Don
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JUL 15 1976
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cc: F. E. Terpin
Ed Hardt
7/16/76

8459

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 28, 1976

FILE: MAI 12

Edward L Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: WEST FREMONT INTERCHANGE
OFF-RAMP TO NW 21st AVENUE

TO: E. S. HUNTER
Deputy State Highway Engineer

As a part of our investigation of ways to improve the off-ramp from the Fremont Bridge to NW 21st Avenue, I called the president of the Nehalem Valley Truck Lines, Bob Heestand, with whom I had become acquainted during the I-505 study, and asked for his reactions to our proposed signing changes. He agreed with them and in addition offered to give us a ride around the off-ramp in one of his larger trucks to experience what a trucker sees while on this off-ramp. As a result, District Engineer Jim McClure took such a ride and I have attached a copy of his report for your information.

You will probably recall a request I sent to you several weeks ago about a project to install a GM barrier on the outside of the curve which would then allow us to increase the super elevation on this curve. You will note in Jim's report that the truck driver agreed that the shoulder barrier would be preferable to the escape ramp into Upshur St.

I am sending you Jim's report for your general information and also to reinforce our request for some improvements on this off-ramp. By copy of this letter it is requested that Metro investigate the suggestion about changing the lane drop on the ramp from the Fremont Bridge to 21st Ave.

ELH/cr
cc R. N. Bothman
L. E. George w/copy
Jim McClure

E. S. HUNTER
cc Versteeg

RECEIVED
STATE HWY ENGR
JUN 29 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8458.

B/U 7/12/76

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 626-1953

Portland, OR 97213

June 11, 1976

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: West Fremont connection to 21st Avenue

TO: E. L. HARDT
Region 1 Engineer

I believe our meeting with the city of Portland resulted in a good understanding of the situation at the 21st Avenue ramp from I-405.

You are proceeding with installation of advance down-grade signs, signal head signs, and special curve signs with speed riders included in the curve signs. I believe all should be 60-inch signs, due to the freeway traffic involved, and the width of the facility. This action is an immediate assurance that proper signing is provided for the condition.

An intermediate improvement will include your transmittal of a project to provide for increasing the super on the ramp at about Upshur Street. I think the super should be so designed as to provide for a reduction in speed moving from the ramp to 21st Avenue. It is not necessary to carry a super through the entire curve, but can flatten the super as we approach 21st Avenue. This correction should be programmed for this summer, and the improvement to the super should include a GM barrier on the outside of the curve.

As a third stage to the ramp correction, Dennis Peterson will need to work with the city to come up with an interim solution to handle the traffic which we will be faced with on 21st, 22nd, Vaughn, and Thurman during the next ten years, prior to completion of I-505. His assumptions will be that design approval will be accomplished in the summer of 1977, which will provide for acquisition of right-fo-way, which will then provide more flexibility in designing some type of interim solution to east heavy congestion faced at the current level, and porject it over the next few years.

Con 21-10-1 You are also proceeding with a maintenance project to improve the situation of the pavement on 21st Avenue, which is not related to the above safety and congestion problems.

I strongly support the immediate sign revisions and the safety project to include improving the super elevation and GM rail on the 21st Avenue ramp.

ebg

cc: H. S. Coulter
L. E. George
D. L. Peterson

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUN 15 '76
REFER TO Hunter
FOR
Info Invest H/D D/R Sign Act File

Any chance of getting any Federal money for this?

6-23-76 → Scott
F.A. programming and survey design underway. Ed.

8456

43

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

MILWAUKIE

June 22, 1976

FILE: 626-37

JDMcClure

RECEIVED

REGION 1

RSC

RBI

SO

LOC

FROM: J. D. McCLURE
District Engineer

TO: E. L. HARDT
Regional Engineer

SUBJECT: Truckers Viewpoint
W. Fremont Br. "OFF" Ramp
to S. W. 21st Avenue

The morning of June 15, I rode with Mr. Royal Sweider, truck driver with Nehalem Valley Motor Freight, over the subject "Off" ramp. The purpose of the trip was to acquire an insight on the problems truckers may face negotiating the "Off" ramp curve to N.W. 21st Avenue & Vaughn St., along with reviewing our proposed additional signing with Mr. Sweider.

During the trip, Mr. Sweider made the following suggestions:

1. It was his opinion that a maximum safe speed for trucks, on the 21st Avenue curve, should be 20 M.P.H., since there are many factors present on the curve such as; the signals at Vaughn Street, rapid lane changing by automobiles and plain congestion. He drove the curve at 18 M.P.H., which was a comfortable speed.

2. Suggested if at all possible the signals should be removed at N.W. 21st & Vaughn St.

3. Favored our proposed additional signs, suggesting the curve be signed for 15 M.P.H. due to the congestion in the area. Also the more signs the better to alert strangers to the area.

4. Favored increasing the super on the curve which would eliminate the questionable escape route onto N.W. Upshur. In his opinion the curve would be easier to negotiate with the increased super, therefore eliminating one of the problems on the curve.

5. He also suggested we consider changing the right lane drop on the southbound "Off" ramp from the Fremont Bridge to a left lane drop. Establishing the right lane as the through lane, would avoid the problem of having cars on the right side of a truck where visibility is poor. He indicated that truckers normally use the right lane as a through lane to avoid the problem of having a car on their right side.

Cont.

6. Favored raising the arrow boards which would help as an additional advanced warning of the curve.

The sign additions, discussed at our recent meeting, have been installed. Changing the right lane drop on the ramp should be evaluated by Mr. Peterson, as Mr. Sweider's suggestion appears reasonable.

JDM:in

cc: M. W. Bothman
D. Peterson

8458

45

CON

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 11, 1976

FILE:

Edward L Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: CONNECTIONS TO THE FREMONT BRIDGE INTO NORTHWEST PORTLAND

TO: E. S. HUNTER
Deputy State Highway Engineer

We have a problem with our connections to and from the Fremont Bridge ramps into Northwest Portland. The westbound ramp terminates on 21st Avenue near Vaughn Street and the eastbound connection that we are concerned with is NW 22nd between Vaughn and Thurman. The two problems are separate in nature but I have included them in one letter due to their proximity for possible contracting.

The 21st Avenue connection from the westbound ramp terminates at the foot of a descending 6 percent grade in a sharp 90 degree turn onto 21st Avenue. To our knowledge we have had three severe truck accidents on this ramp wherein the truck was unable to negotiate the curve and flew over, or through, the outside guardrail. In one case the accident resulted in the death of the truck driver. This ramp was constructed with the idea that the left-hand lane would be directed into Upshur Street rather than 21st Avenue, as is the case. I have attached a partial print of the West Fremont Interchange drawings which shows the plan of the connection as it was originally contracted. Construction of the ramp, with one leg in Upshur Street, caused the super elevation of the curve to be less than would have otherwise been the case. We have found that at the beginning of the sharp curve we have about 0.08 super which gradually flattens out to about a flat section about two-thirds the way through the curve. I have included some cross sections and profiles that further illustrate that for your information.

Bob Bothman, his traffic engineer, representatives of the City Traffic Bureau, and this office have met as a committee to determine the best course of action for this problem. We feel that we have adequately signed the connection for the general public, so that if a motorist or trucker drives the route according to the signs he'll have no problem with it. Unfortunately, it seems as though (at least in three cases) the truckers are not doing that, thus creating the problem. We've also noticed considerable damage on the rail and debris nearby which indicates that motorists are striking the rail but not causing serious accidents. Incidentally, we are going to upgrade the signing immediately in order to try to further alert the motorist to the conditions at the foot of the ramp. It was the consensus of this group that we determine if it would be possible to construct a GM Section on top of a retaining wall which would allow us to raise the super elevation of the ramp. We estimate we would have to lift the outside curb a maximum of four feet for full super. A rough estimate of this work is $90,000. Coincidentally, the City plans a very large sewer installation down 21st Avenue north of Vaughn Street commencing about this coming December, which will require that we narrow this ramp down to two lanes which would give us an opportunity to construct the barrier wall without further disrupting traffic.

Our second problem deals with the surface condition of NW 22nd Avenue between Vaughn and Thurman. This is a temporary connection to the Fremont and is the truck route for all of Northwest Portland. It carries very heavy truck traffic and heavy volumes of traffic. We find that the surface is breaking up and feel that the only worthwhile remedy is a complete rebuilding of the street. I have attached a report by District Engineer Jim McClure on this subject and you will note that he also has comments regarding the 21st Avenue connection problem.

If possible, we would like to have a contract worked up for correction of these two problems. Bob Bothman's estimate for relief of this problem by construction of I-505 is at least ten years away, so I believe the money would be well spent. I am not clear whether these routes are on the Interstate System, the Primary System, or the Urban System, or whether Title II safety money might be devoted to the 21st Avenue correction. In any case, I am submitting this data to you in the hope that we can find a way to finance a construction project to remedy these problems.

ELH/cr
Attachments
cc R. N. Bothman
James McClure

RECEIVED
STATE HWY ENGR
JUN 14 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Orig
cc Veerstieg - Entire file - Work up the job to coordinate construction timing with city project. Check with Bud re high hazard money.
cc Rulien - Place on 6 yr. program advise me of funding options.
6-22-76 cc correspondence only.

2458

13

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

MILWAUKIE

May 27, 1976

TE RSM
UE MAY 27 1976 RSC
SO REGION 1 RBI
ENV LOC

FROM: J. D. McCLURE
District Engineer

TO: M. W. STOVALL
Region Maintenance Engineer

SUBJECT: Proposed Reconst. & Safety Proj.
N.W. 22nd & N.W. 21st Avenue
Fremont Bridge
N. W. Industrial Ramps

The two main connecting arterials to the Fremont Bridge ramps from the N. W. Industrial area are literally falling apart. N. W. 22nd Avenue, which has railroad rails down the center of the street, pumps mud and water through the surface and has extensive areas of settlement especially in the intersection of N. W. Thurman Street. Patching, I feel, will not hold the old street together much longer. Next winter these streets will cause major problems from breaking up unless some extensive repairs are made, which are beyond maintenance capabilities.

The N. W. 21st Avenue is also showing signs of deterioration and pumping. The reason for rapid deterioration of the old streets is from the high truck volume in the area. An average weekday volume for these ramps are 21,400 for the "Off" ramp and 20,300 for the "On" ramp. It is estimated that 25% to 30% is heavy trucks.

Reconstruction of N. W. 22nd Avenue would require complete removal of the old street, some drainage work, with new base and paving, estimated at a cost of $61,000. Our estimate is based on 6" of base rock, 8" of bituminous base and 6" of Class "B" Asphaltic Concrete.

Reconstruction of N. W. 21st Avenue should receive the same treatment as 22nd Avenue, along with shoulder barrier construction along the curve to provide a safer "Off" ramp facility. Removal of the old street section may not be feasible due to traffic problems, however, a heavy overlay may be adequate.

The recent truck accident on the "Off" ramp curve may partially have been caused by the lack of super elevation on the curve, especially in the area where the new construction ties into N. W. 21st Avenue. In this area I would recommend installation of a concrete shoulder barrier/wall. With a wall, additional super elevation could be developed through the curve. The estimated cost of the reconstruction of 21st Avenue and the wall is estimated at $87,500.

I would recommend that each of these projects be considered since the future freeway connections is still many years off. Attached are sketches and cost estimates for the two projects.

JDM:in

8459 SE Grant St-SE Division St. 1976
(SE 96th Dr) Sec. of E. Ptld. Fwy.
(Grading & paving)

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2-16-79	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-205-7(35)309
COMPLETION DATE 2-28-78	ACCEPTANCE DATE BY CONTRACT AGENCY 8-2-78	TIME ELAPSED 81 %	CONTRACT TIME 140 CWD
APPROVED EXTENSIONS None	LOCATION Near Intersection of Division & I-205		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.E. GRANT-S.E. DIVISION SECTION
S.E. 96th PL.
(East Portland Freeway)

This project provided for relocation of 96th Pl. in the Division St. Interchange area. Final cost was $176,126 reflecting 1½% overrun.

RECEIVED
STATE HWY ENGR
FEB 22 '79
REFER TO
N Basey
FOR
Info | Inspec | R/D | D/R | Sign | Act | File

COPY SENT
FEB 21 1979
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2-16-79	TITLE Field Operations Engineer	DATE 2-20-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8459

9

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 25, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8459

This project has been finalled. The $1,000.00 securities deposited in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
K. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 734-3122 (Rev 7-77)

845 8

August 7, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On August 2, 1978, we wrote to you concerning release of final payment on Contract No. 8459 awarded to Cascade Construction Company, Inc., for work on the S.E. Grant Street-S.E. Division Street (S.E. 96th Drive) Section of the East Portland Freeway in Multnomah County.

The total contract amount is $151,740.50 including $1,344.64 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Reger, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Ed Hardt

8459

9

ROBERT W. STRAUB

Oregon State Highway Division

July 20, 1978

Cascade Construction Co., Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contract 8459 and 8737

Gentlemen:

The $9,000.00 securities deposit released on contract 8459 is being applied to contract 8737 per your memo of July 19, 1978.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank

bc: ~~**C.W. Head**~~
R. Church
C.W. Barrett, Jr. (Att.)

[illegible]
C. W. HEAD

Form 81-734-3172

8459

8

ROBERT W. STRAUB
Governor

Oregon State Highway Division

July 14, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8459

Retainage requirements on this project have been reduced to $1,000.00. There presently is $10,000.00 on deposit. $9,000.00 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

RECEIVED
JUL 14 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#8457

1-205-47

Salem, Oregon
June 23, 1978

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

SE Grant St.-SE Division St.
(SE 96th) Section
East Portland Freeway
Multnomah County

Maurice Payne
District 2B Engineer

The "As Constructed" narrative report covered some interesting points. When we were working on these plans we were aware of the substation that was to be relocated here, but were not aware of their grade or that they would require other utility services. As you pointed out, coordinating the two designs would have eliminated the problem.

FE:ab
Attachment
cc: E. L. Hardt

____Versteeg________
1 Christensen DOL
____George________
____Olson________
____Terpin________
2 Sullivan JWB
____Scott________
____Savage________

RECEIVED
JUN 23 1978
ENGINEERING
SECTION

____Trout________
Do Not File ☐
Return To________
Bring Up____/____/____
Action________

IL
and
Circulate

WLB
TEB
PFB
Dory
MWB
o.b.

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([illegible])

RESIDENT ENGINEER'S NARRATIVE REPORT

S.E. Grant St. - S.E. Division St. (S.E. 96th Dr.)
East Portland Freeway
Multnomah County
Contract No. 8459
Prefix No. 626-1078

The purpose of this project was to provide an area for Portland General Electric to relocate their Montavilla Power Sub Station. This required the re-alinement of S.E. 96th St.

The project was awarded to Cascade Construction Co. on December 22, 1976, total amount $155,020.

P.G.E. also let the sub. sta. site preparation project about this same time. This job went to P.K.S.

The two projects were worked more or less in conjunction with one another which worked out very well.

The working of these two projects together helped solve numerous problems, these were all in the design aspect where the two jobs came together, ie: grades, removal of structures & obstructions, drainage, water service, telephone service, road approach. All of these items were re-designed either on P.G.E.'s plans or our plans. The solution to these problems would have been for the two designers to get together on the final design and make each job accomodate the other.

Another problem area is with out Right of Way Section. It seems there is no rigid requirements for the clean up after a house has been sold and removed. Buried tanks and sewer facilities come as a big surprise at times, especially when you have the subgrade ready for surfacing and a truck falls into one of these holes. In a heavly populated area such as this where a number of houses have been removed years prior to construction, all remaining buried items should be either on the R/W map or detail map.

The drainage design for the roadway was very good, minor adjustments were necessary but this is to be expected. The sumps posed no problems.

Roadway illumination was added to this project, additional authorization for funds was needed to do this work and was approved. This amounted to $18,565 which brought the total project up to $173,585.

The contractor requested additional time to complete the project and this was granted.

There has been no indication from the contractor that he will file any claims or disputes on the project.

xc: R/W
Utilities
Engineering
Structural

REFERRED TO
Beard ___ Stoudenmeyer ___
✓ Cole ___ Sample ___
✓ Erikson [illegible] ___ Watson ___
Hager ___ Dorn ___ Lev ___
Return Discuss [✓ Do] File Copy Due ___
BY FINAL DESIGN ENGINEER
Letter of acknowledgement.

8459.

9

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-47

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-3-78

orm Approved; O M B No. 04-R2089

State Oregon

County Multnomah

Project Number I-205-7(35)309

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 24, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 152,750	$ 174,903
Federal funds	$ 140,896	$ 161,330
Other revisions		

This modification is made for the following reasons: To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of May, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Technical Services Engineer
(Title)

By H S Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, April 26, 1978

Federal Aid Project
No. I-205-7(35)309

S.E. GRANT STREET-S.E. DIVISION ST. (S.E. 96TH AVE) SEC.
EAST PORTLAND FREEWAY

Revised Project Agreement Estimate.

Type Code Y050
Frontage Road (Grant St.-Division St.)

Subtotal on Previous Estimate of January 4, 1977			$134,581.40
Previous Estimate			
12-inch Sewer Pipe	1,102 Lin.Ft.	$ 5.25	5,785.50
15-inch Sewer Pipe	486 Lin.Ft.	7.65	3,717.90
18-inch Sewer Pipe	24 Lin.Ft.	22.50	540.00
			$ 10,043.40
Revised Estimate			
12-inch Sewer Pipe	Deleted See PA 1		$ --
15-inch Sewer Pipe	Deleted See PA 1		--
18-inch Sewer Pipe	Deleted See PA 1		--
PA 1 12-inch Storm Sewer Pipe	822 Lin.Ft.	6.00	4,932.00
PA 1 15-inch Storm Sewer Pipe	230 Lin.Ft.	9.50	2,185.00
PA 1 18-inch Storm Sewer Pipe	544 Lin.Ft.	13.00	7,072.00
PA 2 Install Illumination	All Required		12,018.00
EWO 1 Remove Storage Tanks	All Required		1,344.64
			$ 27,551.64
	Increase		$ 17,508.24
	Subtotal		$152,089.64
	Engineering		22,813.36
	Total		$174,903.00

Length of Project - - - - - - - - - - - - 0.00 Mile

Federal Funds	$161,330.00
State Funds	13,573.00
Total	$174,903.00

Group 1	100%
Contract No.	8459
Prefix:	626-1078

8459

STATE COPY 15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-106	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County MULTNOMAH Project No. I-205-7(35)309

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, 0.08 mi. N. of S.E. Division St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11/23/76	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 152,750.00	$ 140,896.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JAN 24 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, January 4, 1977

FEDERAL AID PROJECT
No. I-205-7(35)309

S.E. Grant Street-S.E. Division St.
(S.E. 96th Ave.) East Portland Freeway
Multnomah County

Project agreement estimate.

Type Code Y050
Frontage Road (Grant St.-Division St.)

Mobilization	All Required		$ 5,800.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	40 Sq. Ft.	10.00	400.00
Temporary Barricades	10 only	90.00	900.00
Flagmen	80 hr.	17.00	1,360.00
General Excavation	3,070 cu. yd.	3.75	11,512.50
Trench Excavation	1,510 cu. yd.	6.50	9,815.00
Finishing Roadbed and Slopes	All Required		3,750.00
Treated Base Mixture	1,550 ton	9.00	13,950.00
Cement in Treated Base Mixture	85 ton	60.00	5,100.00
Plant Mix Aggregate Base	2,070 ton	6.75	13,972.50
Class "B" or Class "C" Asphalt Concrete Mixture	1,200 ton	12.00	14,400.00
Asphalt Cement in Mixture	80 ton	60.00	4,800.00
12-inch Sewer Pipe	1,102 lin. ft.	5.25	5,785.50
15-inch Sewer Pipe	486 lin. ft.	7.65	3,717.90
18-inch Sewer Pipe	24 lin. ft.	22.50	540.00
Concrete Manholes	7 only	1,100.00	7,700.00
Concrete Sumps	4 only	1,850.00	7,400.00
Concrete Inlets, Type P	15 only	255.00	3,825.00
Concrete Walks	840 sq. yd.	9.85	8,274.00
Concrete Driveways	165 sq. yd.	14.00	2,310.00
Concrete Curbs	70 cu. yd.	86.70	6,069.00
			$133,381.40

Anticipated Items

Permanent Pavement Striping	All Required	$ 200.00
Temporary Erosion Control	All Required	1,000.00
		$ 1,200.00
	Subtotal	$134,581.40
	Engineering	18,168.60
	TOTAL	$152,750.00

Length of Project . . . . 0.00 mile

Work by Powell Valley Rd. Water District (to be charged to utility project No. I-205-7(13)300; 626-1099)	All Required	$ 2,000.00
Federal Funds (92.24%)		$140,896.00
State Funds		10,854.00
	TOTAL	$152,750.00

Group 1 100%

Contract No. 8459

Prefix 626-1078

8459 9

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION S.E. Grant St. - S.E. Div. St. (S.E. 96th Dr.)	WEEK ENDING March 17, 1978
		SECTION PREFIX 626-1078
	HIGHWAY East Portland Freeway	COUNTY Multnomah
NAME OF JOB S.E. Grant St. - S.E. Division St.	KIND OF WORK Grading & Paving	
CONTRACTOR Cascade Construction Company	CONTRACT NUMBER 8459	FEDERAL AID PROJECT NUMBER I-205-7(35)309
DATE OF CONTRACT December 22, 1976	DATE WORK STARTED January 31, 1977	ESTIMATED COMPLETION DATE February 28, 1978
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 140	WORK DAYS USED CALENDAR DAYS USED 114
PROJECT AUTHORIZATION $ 173,584.93	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 81
EXCLUSIVE OF ENGINEERING: $ 151,584.93	ENGINEERING AUTHORIZATION $ 22,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 151,585.37	ENGINEERING COST TO DATE $ 22,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: February 28, 1978

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.18	0.18			0.18
MILES PARTIALLY COMPLETED	0.18	0.18			0.18
MILES COMPLETED	0.18	0.18			0.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,070 CY	3,620 TON			1,200 TON
TOTAL QUANTITIES CORRECTED TO DATE	2,700 CY	3,752 TON			1,370 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,700 CY	3,752 TON			1,370 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

March	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Cloudy	0		
MONDAY 13	Showers	0		
TUESDAY 14	Sunny	0		
WEDNESDAY 15	Sunny	0		
THURSDAY 16	Sunny, Warm	0		
FRIDAY 17	Sunny, Warm	0		
SATURDAY 11	Showers	0		

K

RECEIVED
MAR 20 1978
CONSTRUCTION
BRANCH

Keasey — Richards
Jackmond — Borg
Hopkins — Inloes
Williams — Widmer
Johnsen — Gebauer
Glenn — Church

March

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No activity.
MONDAY 13	No activity.
TUESDAY 14	No activity.
WEDNESDAY 15	No activity.
THURSDAY 16	No activity.
FRIDAY 17	No activity.
SATURDAY 11	No activity.

REMARKS

No activity on project all week. Second Notification was sent in on February 28, 1978. Third Notification will be submitted after the contractor finishs cleanup of the site. We have been informed by R. D. Church, Contract Payments Engineer that due to a new FHWA ruling, Form PR-47 will not be required for this project.

It is estimated that the Semi-Final Estimate for this project will be submitted by the end of this month for this project.

This will be the Final Weekly Report for this project.

SIGNED W.A. Tison LOCATION Portland

W. A. Tison, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

~~U.S. National Bank~~
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received your letter of October 13th indicating safekeeping receipt 210654 in the amount of $145,000 has been replaced by safekeeping receipt 210863 in the amount of $168,000 maturing October 15, 1977.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 48,000	$ -0-	$ 48,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	30,000	5,000	35,000
8539	23,000	7,000	30,000
8587	-0-	5,000	5,000
8590	-0-	5,000	5,000
8591	-0-	5,000	5,000
Unallocated	4,000	(4,000)	-0-
	$145,000	$23,000	$168,000

Vernon E. Skog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8459

8

DATE: October 3, 1977

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
S.E. Grant St.-S.E. Division St. (S.E. 96th Dr.)
Contract No. 8459

A 12 percent overrun is expected on this project which relocates a segment of S.E. 96th Drive adjacent to S.E. Division Street as a part of the I-205 project. Cascade Construction is the contractor and the project is currently under a stop work order awaiting delivery of illumination materials which were added to the contract by price agreement and are the main reason for this overrun. The original contract work is virtually complete.

The contract did not include any illumination work. At the time it was contracted, we had not reached agreement with the county or the Federal Highway Administration on a basis for sharing the cost. These were subsequently resolved and a price agreement added the illumination to this contract at a cost of $12,018. This is almost twice the amount of the contingency funding available. Another price agreement made a significant change in the storm sewer system at an added cost of $3,587 to accommodate the drainage from the newly relocated Portland General Electric substation adjacent to the project. An added order to dispose of underground tanks and an overrun in the permanent striping costs added another $2,500.

The project utilizes Interstate funding and the added work has all been federal participating. Your approval of an increase of $18,565.04 to a new total project authorization of $173,584.93 is requested. This item will be on the Consent Calendar for your October 18 meeting.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
C. T. Keasey
E. L. Hardt
D. H. Moehring
V. E. Skoog
George Bell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8459

Salem, Oregon

September 29, 1977

FROM: John A. Bond, Engineer
Contract Administration Section

TO: H. S. Coulter
State Highway Engineer

SUBJECT: S.E. Grant St.-S.E. Division St.
(S.E. 96th Dr.)
Contract No. 8459
Request for Increase in
Project Authorization

A 12 percent overrun is now expected on this project which relocates a segment of S.E. 96th Dr. adjacent to S.E. Division St. as a part of the I-205 project. Cascade Construction is the contractor and the project is currently under a stop work order awaiting delivery of illumination materials which were added to the contract by price agreement and are the main reason for this overrun. The original contract work is virtually complete.

The contract did not include any illumination work. At the time it was contracted, we had not reached agreement with the county, or FHWA on a basis for sharing the cost. These were subsequently resolved and a price agreement added the illumination to this contract at a cost of $12,018. This is almost twice the amount of the contingency funding available. Another price agreement made a significant change in the storm sewer system at an added cost of $3,587 to accommodate the drainage from the new relocated P.G.E. substation adjacent to this project. An added order to dispose of underground tanks and an overrun in the permanent striping costs added another $2,500. Then there is the usual engineering overrun of almost $10,000. Part of this is due to the redesign and actual work on the above added items.

We have already been to the PCRB and secured their approval for the illumination work. The added work has all been federal participating. A rough draft letter to the Transportation Commission is attached requesting approval of an increase of $18,565.04 to a new total project authorization of $173,584.93.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
SEP 30 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Co.,Inc.

We have received safekeeping receipt 210654 for certificate 332502 in the amount of $145,000 maturing October 12, 1977. This replaces safekeeping receipt 210414 for certificate 332261 in the amount of $135,000.

Security Summary

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ 2,000	$ 48,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	30,000	--	30,000
8539	19,000	4,000	23,000
Unallocated	--	4,000	4,000
	$ 135,000	$ 10,000	$ 145,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns

NOTED
C. W. HEAD

JJK:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8459

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 15, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received Safekeeping receipt 210414 for certificate 332261 in the amount of $135,000 maturing 9-12-77. This replaces safekeeping receipt 210148 for certificate 312866 in the amount of $125,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ -0-	$ 46,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	25,000	5,000	30,000
8529	1,250	(1,250)	-0-
8539	12,750	6,250	19,000
	$125,000	$10,000	$135,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Cascade Construction

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7977 8

REV 10/1/75

COMBINED CERTIFICATE AND ORDER FOR FILING ADMINISTRATIVE RULES WITH THE SECRETARY OF STATE

CERTIFICATE

I HEREBY CERTIFY that the attached copy is a true, full and correct copy of rules adopted, amended or an order of repeal by

PUBLIC CONTRACT REVIEW BOARD

(Agency)

Date of adoption, amendment or repeal

July 13, 1977

By: James [illegible] James
(Authorized Signer)

Title: Chairperson

FILED
JUL 19 1977
NORMA PAULUS
SECRETARY OF STATE

Effective Date: upon filing Statutory Authority ORS 279

Rule Number(s) OAR 127

☒ New Rule ☐ Amends ☐ Repeals X Temporary Permanent

Subject matter and purpose of rule: Oregon State Highway Division; for contract No. 8459 for added illumination.

ORDER (SEE ATTACHED)

The within matter having come before the

publication of the intended action upon not less than 15 days notice in the Secretary of State's Bulletin describing said and advising of the opportunity and manner for the presentation of views or arguments in writing or at a public hear aforesaid notice and other procedures having been in the required form and conducted in accordance with applicable and rules, and being fully advised in the premises

NOW THEREFORE, IT IS HEREBY ORDERED THAT the following rule(s) be: Perm. ☐ Temp. ☐
(List Rule Number(s) or Rule Title on Appropriate Lines Below)

Adopted:

Amended:

Repealed:

RECEIVED
STATE HWY ENGR
JUL 22 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

as Administrative Rules of the
(Agency)

DATED this ______ day of ______, 19

By:
(Authorized Signer)

Title:

BEFORE THE PUBLIC CONTRACT REVIEW BOARD

OF THE STATE OF OREGON

In the matter of the exemption of)
the Oregon State Highway Division)
for Contract No. 8459, Added)
Illumination.)

CERTIFICATE OF ADOPTION
OF TEMPORARY RULE

The Board finds that an exemption from the 10 percent limitation of OAR 127-10.150(b) on behalf of the Oregon State Highway Division for Contract No. 8459 for added illumination at S. W. Grant-S. E. Division (S. E. 96th Avenue) near the east city limits of Portland will not encourage favoritism in awarding of public contracts and that the award of contracts pursuant to the exemption will result in substantial cost savings to the Division. The Board further finds that the best interests of the Oregon State Highway Division and the public will be served by the adoption of the exemption as a Temporary Rule.

The Board hereby adopts the following exemption as a Temporary Rule pursuant to ORS 183.335(5):

> The Oregon State Highway Division is exempt from the 10 percent limitation of OAR 127-10.150(b) on Contract No. 8459 for added illumination at S. W. Grant-S. E. Division (S. E. 96th Avenue) near the east city limits of Portland,

Dated: July 19, 1977.

PUBLIC CONTRACT REVIEW BOARD

James A. Redden, Chairperson

8459 9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 210148 for savings certificate 312866 in the amount of $125,000 maturing August 8, 1977. This replaces savings receipt 209486 in the amount of $100,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 50,000	(4,000)	$ 46,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	6,000	19,000	25,000
8529	1,250	--	1,250
8539	2,750	10,000	12,750
	$ 100,000	$25,000	$ 125,000

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
~~R. Church~~
C.W. Barrett Jr.(Att.)

8459

ROBERT W. STRAUB
GOVERNOR

PUBLIC CONTRACT REVIEW BOARD

100 STATE OFFICE BUILDING • SALEM, OREGON • 97310 • Phone 378-~~6368~~ 4256

June 28, 1977

NOTED
H. S. COULTER

TO: All Board Members

FROM: James A. Redden
Chairperson

SUBJECT: Oregon State Highway Division exemption from 10% limitation of Rule 10.150(b) on Contract No. 8459

A request has been received from the Oregon State Highway Division for an exemption from the 10 percent limitation of Rule 10.150(b) on Contract No. 8459. The work would be for added illumination under the existing contract for the S. W. Grant-S.E. Division (S. E. 96th Avenue) project. A copy of the request is enclosed.

The Chair, pursuant to Rule 30.040, proposes to grant this exemption by unanimous consent unless any member of the Board notifies me of possible objections within seven days of this letter. If there are objections, I would appreciate being contacted by telephone.

am
Enclosure
cc: H. S. Coulter ✓
Legislative Counsel

6-29-77
cy Keasey
Follis
Hardt

RECEIVED
STATE HWY ENGR
JUN 29 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]

June 20, 1977

Public Contract Review Board
100 State Office Building
Salem, OR 97310

Gentlemen:

S. W. Grant-S.E. Division (S.E. 96th Ave.)
Contract No. 8459
Added Illumination

In accordance with Rule 10.160, application is hereby made on behalf of the Oregon Department of Transportation for exemption of certain additional work under this contract which will exceed the 10 percent limitation of Rule 10.150(b).

a) This project covers relocation of a short (two-plus blocks) section of S. E. 96th Avenue in conflict with future I-205 work near the east city limits of Portland. It was contracted in December 1976 and is now over 80 percent completed. When completed, the new street will be maintained by Multnomah County. Cascade Construction Company is the contractor.

b) The contract amount is $133,381.40. The contract did not include any illumination work. At the time it was contracted, we had not reached agreement with the county, or Federal Highway Administration on a basis for sharing the cost of it. There have since been discussions and review of the merit of adding it to the existing project by a change order. There are several reasons favoring adding the illumination to the existing contract.

(1) Illumination should be provided on the facility soon, as there was some illumination on the street before.

(2) The added curvature in the new alignment makes lighting more necessary.

(3) There is no upcoming electrical or other work in the vicinity to combine with this in a new contract.

(4) We believe reasonable prices can be secured from the existing contractor and a comparatively small separate project would not result in any expected economy.

(5) Some of the underground conduit work is compatible with the existing project.

c) Estimated cost of the added work is $24,000, or 18 percent of contract amount. It is expected to be federal participating.

We respectfully request your consent to exceed the 10 percent pricing limitation.

Very truly yours,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
J. L. Sollis
E. L. Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8459

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 13, 1977

JB

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: S.E. Grant-S.E. Division
(S.E. 96th Ave.)
Contract No. 8459
Added Illumination

This project covers relocation of a short (two-plus blocks) section of S.E. 96th Avenue in conflict with future I-205 work. The project authorization is $155,019.89 and the project was 80 percent completed last week. Cascade Construction Company is the contractor. The contract did not include any illumination work and there have been discussions and review of the merit of adding it to the existing project by a change order. Copy of May 20 from Bridge Section and a June 7 letter from Region 1 are attached.

Region recommends that we proceed with the addition of this work under the existing project because they have now apparently reached agreement with the County on the cost sharing.

1) Illumination should be provided on the facility soon, as there was some illumination on the street before.
2) The added curvature in the new alignment makes lighting more necessary.
3) There is no upcoming electrical or other work in the vicinity which it is logical to combine this with.
4) We believe reasonable prices can be secured from the existing contractor and delay to perform the work under a comparatively small separate project would not result in any expected economy.
5) Some of the underground conduit work is compatible with the existing project.

This would involve a project funding overrun and the $24,000 estimated cost is also large enough that it would have to go to PCRB. It appears we might as well get started on the presentation to PCRB and the above should be valid reasons to justify their approval. They met just last week and if we sent this over soon, it would be handled under their unanimous consent procedure. Attached is a rough draft letter to PCRB for that purpose.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JUN 15 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie
June 7, 1977

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

TO: JOHN BOND
Construction Section

SUBJECT: S.E. GRANT - S.E. DIVISION STREET
(S.E. 96TH AVENUE)
East Portland Freeway (I-205)
Contract No. 8459

This contract was awarded December 22, 1976, with a completion time of 140 calendar workdays. The illumination was not included in the contract, although there is an agreement between the Highway Division and Multnomah County to provide lighting on these relocated streets. The illumination has been designed by the Bridge Section and approved by the County. The estimated cost is $24,000, which is about 17% of the contract amount of $133,381.40. A cost should be obtained from the contractor in a short time to do the work as "extra work".

Doing this as extra work under the existing contract seems the logical method of doing the work. The resident engineer will analyze and justify the work before we approve it and it would appear to be too small an amount to go to a separate contract. There are no relevant contracts going on at this time in the Region that I know about, nor are there any contracts coming up that this work could logically be tied to.

Would you proceed to get this matter before the Contract Review Board as soon as possible. If you need more information, please let me know.

Since this will cause an overrun of the contract above 5%, we will send in the statement of project overrun as soon as the exact costs are better known.

MC/lms
Attachment
cc: Buz Banzer

RECEIVED
JUN 9 1977
CONSTRUCTION SECTION

___ Keasey ___
___ Bond ___
___ Jackmond ___
___ Harwood ___
___ Johnsen ___
___ Walker ___
___ Richards ___
___ Glenn ___
___ Berg ___

STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

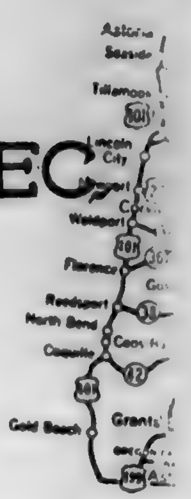
GRADING & PAVING

T ST. ~ S.E. DIVISION ST. (S.E. 96TH DR.) SEC

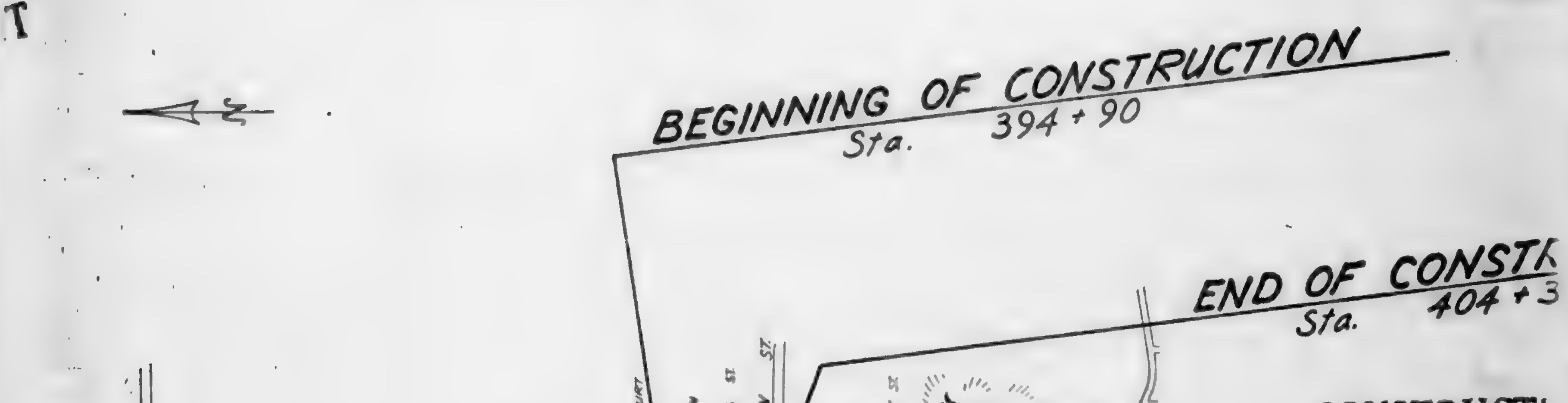
EAST PORTLAND FREEWAY HIGHWAY

MULTNOMAH COUNTY

DECEMBER, 1976


Astoria
Seaside
Tillamook
101
Lincoln City
Newport
Waldport
101
Florence
Reedsport
North Bend
Coos
Coquille
42
101
Grants
Gold Beach
199

T


S.E. STARK ST.
S.E. 96TH AVE
S.E. SALMON ST.
S.E. MARKET
S.E. LINCOLN
ST.
S.E. 97TH AVE
GRANT COURT
S.E. GRANT ST.
S.E. SHERMAN ST.
S.E. 400 CARUTHERS ST.
DIVISION ST.
S.E. 95TH AVE
S.E. 92ND
S.E. 90TH AVE
City Limits
98TH AVE
CLINTON ST.
S.E. TAGGERT ST.
S.E. 96TH AVE
AVE.
Kelly Butte
S.E. POWELL BLVD

BEGINNING OF CONSTRUCTION
Sta. 394 + 90

END OF CONSTR
Sta. 404 + 3

CONSTRUCTI
PLEA

℄ East Portland Freeway High
(Future Construction)
(I-205)

AND

OJECT I-205-7(35)309
Sta. 400+00

H.S

E.S

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 20, 1977

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. E. L. Hardt
Regional Engineer

SUBJECT:

S.E. 96th Drive Illumination
S.E. Grant St.-S.E.Division St. Sec.
East Portland Freeway (I-205)
Multnomah County
Contract 8459

Attached are two copies of drawing 32770, the proposed illumination on S.E. 96th Avenue. A plan for the illumination of 96th Avenue was requested by the Resident Engineer. The original contract plans made no provisions for illumination.

There are several questions which should be addressed before proceeding with this work. The principal question is that of the responsibility of the County in the cost of the illumination. The attached plans call for an upgraded system using metal poles. The orignal system used units mounted on wood power company poles.

The proposed system involved betterment and the County may be responsible for that betterment under the terms of the State-County agreement.

The second question deals with the specific item of adding this work to the present ongoing contract. The cost of the proposed illumination is estimated to be $24,000. If this item is added under a Price Agreement, it will extend the project work approximately four months beyond the date of that agreement. The $24,000 cost of the work will add to a project which, I believe, has already overrun its Project Authorization.

The Metro Section has scheduled a meeting for June 2 at 9 a.m. to discuss the various problems of illumination on I-205. I would recommend that no action be taken on the question of the 96th Avenue illumination until after that meeting. It is hoped that some agreement can be reached at that meeting on a better definition of the State's responsibility for replacement and of the County's responsibility for betterment.

The County has given preliminary approval to this illumination plan. It has not been submitted to the Federal Highway Administration for their formal approval. That approval will be required after the question of betterment is resolved.

WJH:dh

Attachment

cc C. T. Keasey /w/ 2 copies of dwg.
R. N. Bothman /w/ 2 copies of dwg.
Glen L. Green /2/ 2 copies of dwg.
Maurice Payne /w/ 2 copies of dwg.

8459

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jan Morris
Vice President

In accordance with your memo of June 10, 1977 and our phone conversation of June 13, 1977 the following reallocation of deposits is being made:

Security Summary :

Contract	Prior Total	Change This Transaction	New Total
8332	$ 1,000	$ (1,000)	$ -0-
8377	50,000	-0-	50,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	-0-	6,000	6,000
8529	-0-	1,250	1,250
8539	-0-	2,750	2,750
Unallocated	9,000	(9,000)	-0-
	$ 100,000	-0-	$100,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

8459

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205(13)300

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. I-543

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 7 '77
REFER TO
Rubin
FOR

Info	Invos	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-1-76

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:
"Clackamas River - Washington State Line"
(S.E. Grant St. _ S.E. Division St. (S.E. 96th Dr) Section"

GENERAL DESCRIPTION OF WORK:
Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment
(Powell Valley Road Water District)
Total cost $1,990 - FF $1,835.

☐ ACQUISITION OF RIGHT OF-WAY
CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's letter of 2-10-77, I approve the agreement with Carter, Bringle and Associates and Powell Valley Road Water District for engineering services and concur that it is in the public interest to establish an eligibility date of 11-1-76 for authorization to proceed.

Reimbursement for engineering services under this agreement will be lump sum not to exceed $1,990.

DATE 3-2-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hasner for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975—620-787

8459

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

8459

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 11, 1977

Cascade Construction Company , Inc.
PO Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Contract 8127 has been finalled. This releases the $20,000 securities posted in lieu of retainage on this project,

The $20,000 is being applied to the following contracts in accordance with your memo of February 10th.

Security Summary;

Contract	Prior Total	This Transaction	New Total
8127	$20,000	(20,000)	-0-
8459	-0-	10,000	10,000
8463	-0-	5,000	5,000
8466	-0-	5,000	5,000

Vernon E. Skoog
Controller

By ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank, Jean VanScoy

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

59

ROW 18-4 1

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
H. B. COULTER

February 10, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage Street NE
Salem OR 97310

ATTN: C. T. Christianson

Engineering Service Agreement
Carter, Bringle & Assoc.
Powell Valley Road Water Dist.
SE Grant St.-SE Division St.
(SE 96th Dr.) Section
East Portland Freeway
Multnomah County
Utility Project: I-205-7(13)300

Dear Sir:

Reference is made to our letter of December 6, 1976, which transmitted an Estimate of Cost from Powell Valley Road Water District's consulting engineer, Carter, Bringle & Assoc., for the adjustment of their facilities in conflict with the subject project. The estimate provided for the relocation work to be accomplished by District forces and included $244 for engineering services performed by Carter, Bringle & Assoc. It was the State's opinion at that time that the engineering services were of a minor nature and could be accomplished under an ungoing agreement between the District and Carter, Bringle & Assoc. The preparation of a separate Consulting Agreement for this amount of engineering services would probably cost more than the engineering services for the relocation. The estimate provided for cutting and plugging of the existing mains only.

On December 28, 1976, we submitted a Revised Estimate of Cost to adjust the District's facilities, dated December 27, 1976 and a sketch showing the proposed relocation. That estimate contained an item for engineering services in the amount of $1,990. Your letter of Approval and/or Authorization, dated January 5, 1977 approved the estimate and authorized the District to proceed with the relocation by contract methods.

Also submitted at that time were three copies of a proposed agreement between the District and Carter, Bringle & Assoc. covering the engineering services required for this relocation. The proposed

Engineering Service Agreement is in the same format as the agreement between Carter, Bringle & Assoc. and the District for engineering services required in the relocation of water facilities in conflict with the SE Powell Blvd.-SE Foster Rd. Section, which was finalized per your request to conform to the provisions of FHPM 6-1-2-2. Based on a determination that it was in the public interest to minimize delay, the District was requested to proceed with the finalization of the agreement and supply the State with fully executed copies.

Attached is a fully executed copy of the Engineering Service Agreement between Carter, Bringle & Assoc. and the Powell Valley Road Water District. Your approval of the Engineering Service Agreement and confirmation of an eligibility date for Federal Aid participation of November 1, 1976 under the provisions of PPM 30-4 and Federal Highway Program Manual No. 6-1-2-2 is requested. Estimated cost to the State for the engineering services is $1,990. Please note that even though the Engineering Service Agreement was not submitted in a timely manner as required by your office, the District did respond to the State's urgent request for the relocation of their facilities in conflict with the construction of the East Portland Freeway. It must be realized that considerable imposition has been placed on the utilities by the short period between the September 1976 go ahead for construction on the East Portland Freeway and the letting of the first construction contracts. The District has been more than accommodating in trying to provide a timely relocation of their facilities to accommodate the construction of our highway projects.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:dmb
Attach.

cc: H. S. Coulter
W. J. Hart
Gary Kennen

RECEIVED
STATE HWY ENGR
FEB 11 '77
REFER TO
FOR
Info Inves R.D D/R Sign Act File

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(13)300

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-543

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 31 '77
REFER TO
Quilen
FOR
R/D D/R Sign

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
12-28-76

FEDERAL ROUTE NUMBER
Interstate 205

STATE ROUTE NUMBER
Primary 64

GENERAL LOCATION:
"Clackamas River - Washington State Line"
(S.E. Grant St. - S.E. Division (S.E. 96th Dr.) Section)

GENERAL DESCRIPTION OF WORK:
Utility Adjustment.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Utility adjustment
TEC $16,553.00 - FF $15,751.00
(Powell Valley Road Water District)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Cartwright's 12-28-76 letter, you are authorized to proceed with the actual adjustments for the Powell Valley Road Water District's water facilities. Since the utility is not adequately staffed to perform the necessary work with its own forces, the contract method of performing such work as indicated in the estimate is satisfactory providing the appropriate civil rights clauses are included.

I approve the agreement with Powell Valley Road Water District consisting of the State's relocation letter of 10-25-76, the Utility's letter of 12-27-76, and the plans and estimate furnished by Mr. Cartwright's letter of 12-28-76.

DATE
1-5-77

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—691-[illegible]

# 8459

yellow
I-205

FORM 81.7.14.8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

December 10, 1976

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

TO: Maurice Payne
RESIDENT ENGINEER

SUBJECT: S.E. Grant St.--
S.E. Division St.
(S.E. 96th Dr.) Section
East Portland Freeway
Multnomah County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9091	00	Mainline, Centerline	Profile Grade
	01	Mainline, Centerline	Subgrade
	02	"CAR" Line, Centerline	Profile
	03	"CAR" Line, Centerline	Subgrade

Attachment
BG/az

8459 15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(35)309

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71007

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 2 '76
REFER TO
[illegible]
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
11-23-76	11-23-76	Interstate 205
		STATE ROUTE NUMBER
		Primary 64

GENERAL LOCATION:
"S E Grant St. - S E Division St. (S E 96th Ave) Section"

GENERAL DESCRIPTION OF WORK:
Frontage Road Code Y050 miles 0.0

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (*Specify*)
  - Perm. pavement striping (S.F.) 200.00
  - Temp. erosion control (E.W.) 1000.00
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's November 22, 1976, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $151,524 - Federal funds $139,765.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-29-76		Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE [illegible]

8459

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 30, 1976

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 16 Bid Letting

TO: FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened December 16, 1976 on the following projects:

1. SE Grant to SE Division (SE 96th Dr.) Section
   East Portland Freeway
   Multnomah County

   Grading and paving

   An 8-foot sidewalk/bikeway will be provided on one side.

2. NE Prescott-SE Flavel St.
   Cascade Highway in Portland
   Multnomah County

   Traffic signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. SE Crystal Springs Blvd.-Sunnyside Rd.
   East Portland Freeway
   Multnomah County

   Roadside improvement and bikeway.

   This project is to construct a 10-foot Class I bikeway.

4. Little Dry Creek-Milton-Freewater Section
   Oregon-Washington Highway
   Umatilla County

   Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Four- to eight-foot paved shoulders will be provided on this project.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

8454

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 17, 1976

FILE:

C. G. Swenson

FROM: C. G. Swenson
Specifications Engineer

SUBJECT:

TO: E. S. Hunter
J. H. Versteeg

Attached is a copy of a proposed "Noise Control" spec for the S. E. Grant St.-S. E. Division St. (S.E. 96th Dr.) Project and for possible use on other I-205 projects which are outside the Portland city limits.

These specs are basically the applicable portions of the Portland City Ordinance and have been reviewed and approved by Ted Pallister, Accoustical Engineer, and Jack Sollis.

If satisfactory, we will proceed with these specs.

CGS:fw
Attach.
cc: Ted Pallister
Jack Sollis

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 11-22-76

RECEIVED
STATE HWY ENGR
NOV 19 '76
REFER TO
FOR

PROPOSED NOISE CONTROL SPECIFICATION FOR I-205 PROJECTS OUTSIDE OF PORTLAND CITY LIMITS

Noise Control - The contractor shall operate his equipment within the following noise limitations:

1. From 7:00 A.M. to 6:00 P.M. on weekdays no construction equipment or appurtenances, other than trucks, pile drivers, pavement breakers, scrapers, concrete saws and rock drills, shall be operated at sound levels which exceeds 85 dBA when measured at 50 feet from the source.

2. From 6:00 P.M. to 7:00 A.M. on weekdays and from 6:00 P.M. Saturday to 7:00 A.M. the following Monday and on legal holidays the permissible sound levels for all construction activities shall not exceed 55 dBA.

3. No person shall operate any motor vehicle at any time or under any condition of grade, load, acceleration or deceleration in such a manner as to violate the maximum permissible sound levels or equipment standards for the category of vehicle as indicated in the following paragraphs:

   (a) Vehicles of 10,000 lbs. GCWR (Gross Combination Weight Rating) or more, engaged in interstate commerce as permitted by Title 40, Code of Federal Regulations, Part 202, Environmental Protection Agency (Noise Standards for Motor Vehicles Engaged in Interstate Commerce), the provisions of which are hereby incorporated by reference.

   (b) All other vehicles shall not exceed the vehicular noise emission levels or equipment standards permitted by OAR 35-030(1) (a) and (c).

   (c) No person shall drive a motor vehicle on a public highway unless it is equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise.

   (d) No person shall operate, and no owner of any motor vehicle shall permit to be operated upon any public road, street or highway, any motor vehicle so as to cause any greater noise or sound than is reasonably necessary for the proper operation of such motor vehicle.

   (e) It shall be unlawful for any person to operate a motor vehicle on a street or highway with an exhaust system utilizing a cutout, by-pass or similar device.

#8459

I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
November 16, 1976

FILE: 626-1909
(330)

FROM: ROBERT N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Grant Street/Division Street
S.E. 96th Avenue relocation
I-205 - Multnomah County

TO: J. H. VERSTEEG
Design Engineer

Attention Adrian Olson

I concur with your recommendation that no attenuation be provided in the subject contract for the houses on Carruthers and Division streets adjacent to 96th Avenue, based on the lack of I-205 Freeway traffic, which is the generator noise addressed in the noise study report. The traffic, even on Division, addressed in the noise study report, is generated by the completion of I-205, which will not be the case upon completion of the 96th Avenue relocation project.

I recommend the noise levels,addressed in the noise study report for the houses on 96th Avenue at Carruthers and Division, be addressed in the grading contract for I-205 immediately west of the 96th Avenue relocation project at the time of contract. I believe any identified noise problems should be addressed and corrected with construction of the grading contracts on I-205 throughout its length.

ebg

cc: E. S. Hunter
G. A. Potter

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
[illegible]
[illegible]

RECEIVED
NOV 17 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File ☐
Return To
Bring Up / /
Other

#8459 1-205

ALL CLEAR 11/15/76

Donald L Dont

ENVIRONMENTAL REVIEW

Section SE Grant St - SE Division St. (SE 96th Ave)
Highway E. Portland Freeway
County Multnomah Region
Type of Work G-P
Funds

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☑ No apparent problems. Mitigation measurers contained in the job plans & specifications

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: N/A

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise: Study Rpt. to FHWA by Ltr. 11-8-76 - All Clear

OTHER: Archaeological: All Clear, Ltr 10-28-76
Historical: " " " " " "

#8454

1-205-47

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
November 10, 1976

A D Olson

FROM: A. D. Olson
Preliminary Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Grant St.-Division St.
S.E. 96th Ave. Relocation
East Portland Freeway (I-205)
Multnomah County

The draft noise study report has been reviewed and the following comments seem appropriate.

The two residences in question would have increased noise levels because of the relocation of 96th Avenue into what has been a relatively quiet area.

The house facing Division would appear to have only a minor increase since it presently has the heavy Division Street traffic at the front. Probably only a 1 or 2 dBA increase could be expected.

The house facing Caruthers would probably have an increase of over 10 dBA, to a level of 71 dBA when I-205 is open. This is indicated as a moderate impact in the I-205 EIS. The indicated attenuation would be a 6 foot wall about 100 feet long. This would cost between $6,000 and $7,000 and should drop the anticipated noise about 6 dBA, to below the design level.

The anticipated impacts on these properties would not appear to warrant this expenditure and I recommend that no attenuation be provided in this contract. After completion of the project this could be re-examined and walls included in an adjacent I-205 project if they are determined to be in the public interest.

ADO:az
cc: E. S. Hunter
R. N. Bothman
Gary Potter

/ Versteeg /
Olson
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
NOV 10 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

APPROVED
J H [illegible]
Engr.

A. Olson

Draft: S.E. Grant Street-S.E. Division Street (S.E. 96th Avenue)

One of the results of the I-205 freeway project is the relocation of S.E. 96th Avenue just north of S.E. Division Street. The S.E. Grant Street-S.E. Division Street (S.E. 96th Avenue) project will accomplish this task. The existing and proposed alignments are shown in Figure 1.

A measurement of existing traffic noise levels was taken on November 5, 1976. The measurement site was located near the intersection of S.E. 96th Avenue and S.E. Caruthers Street. A L_{10} level of 70 dBA was recorded at 26 feet from the edge of the roadway. The vehicular volumes on S.E. 96th Avenue was 314 per hour with 4% trucks.

The design hourly traffic noise level contour, L_{10} 70 dBA, was calculated using peak truck hour volumes. The existing 1976 peak hour volume is 320 vehicles with 6% trucks. Upon completion of the I-205 freeway in 1980, traffic is projected to decrease to 220 vehicle per hour with 7% trucks. Then, increase to 310 vehicles per hour with 6% trucks in 2000. The results are given in Table 1.

Two residences will be located within the L_{10} 70 dBA contour in 1980 and 2000. The L_{10} level for these residences will be 71/73 dBA in 1980/2000. A 6 foot wall located as shown in Figure 1 would reduce these levels 6 dBA. Therefore, obtaining L_{10} levels within design limits. The L_{10} levels for the impacted receptors are shown in Table 2.

TABLE 1

L_{10} 70 dBA Level Contour Position (Distance to Edge of Road)

	1976	1980	2000
No Build	43 ft.	--	--
Build	43 ft.	32 ft.	42 ft.

TABLE 2

L_{10} Levels at Two Residences

	1976	1980	2000
Without Mitigation	73 dBA	71 dBA	73 dBA
With Mitigation	67 dBA	65 dBA	67 dBA

~~No~~ Build noise at house on Division +1,2 dBA?

(traffic increase within 60%?)

~~No~~ Build noise at house on Caruthers + 10 . . dBA?

300 feet from 96th 12 dBA drop?

noise from existing Caruthers?

(No build (existing) noise not measured at either house)

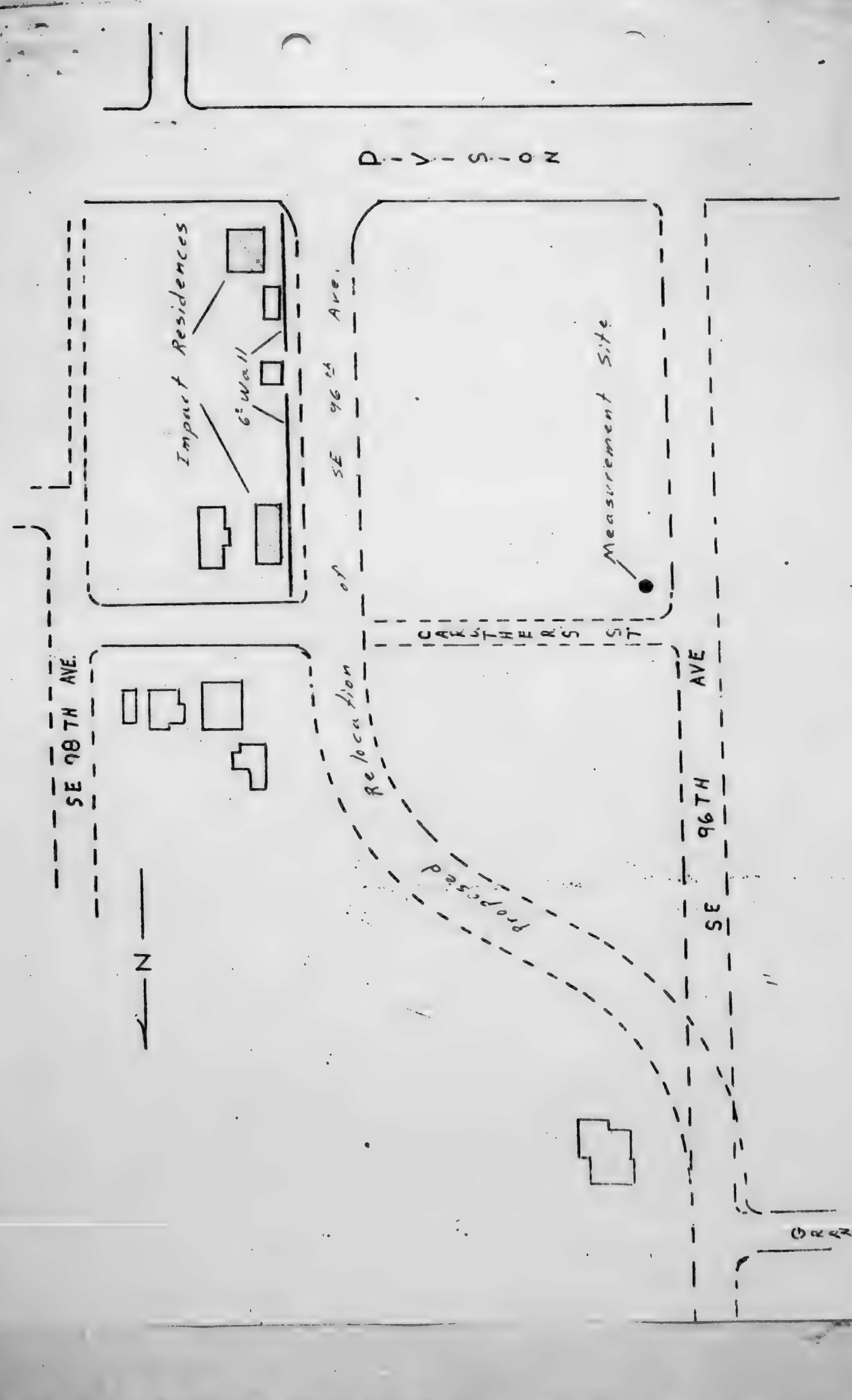

D-I-V-I-S-I-O-N
SE 98TH AVE.
Impact Residences
6' Wall
SE 96th Ave.
Measurement Site
CARUTHERS ST
Proposed Relocation of
SE 96TH AVE
N

Figure #1

8459 13

~~PRO 6-2~~

October 28, 1976

TO Executive Department
Federal Aid Coordination Unit

NAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following Interstate projects.

Item No.	Project No.	Section Name & PMRS No.
71001	I-205-7(36)307	SE Powell Blvd.-SE Foster Rd.
71007	I-205-7(35)309	SE Grant St.-SE Division St. (SE 96th Ave.)
71002	I-205-7(37)310	S. Banfield Intchge.-SE Yamhill St.

NOTE: Attached for your reference is a copy of the A-95 review approval letter dated September 29, 1970.

JLG:ljt
Att.

cc: G. L. Green (FHWA)
D. E. Swan

8459

October 20, 1976

TO: Mr. Glen L. Green
Oregon Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

RE: Project Data Submission
Item No. 71007
Project No. I-205-7(34)309
S. E. Grant Street-S. E. Division Street
(S. E. 96th Avenue) Section
Multnomah County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on December 16, 1976.

LWR/JLG:sch

Attachment

cc: E. L. Hardt
D. E. Swan

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PROGRAM DATA**
DATE SUBMITTED TO W.O.	10-20-76	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-205, 0.08 mi. N of S.E. Division St. 65	**ADT**	PRESENT 48,000	FUTURE 65,700	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Frontage Road 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 I- 23	NUMBER 7 205-7

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Multnomah					CODE 05
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I	FEDERAL-AID 205	(32)	STATE 64	(36) (37)	U.S. I-205

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y050		"S.E. Grant St.-S.E. Division St. (S.E. 96th Ave.) Section"	0.0	154,000	142,000	12,000	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	154,000	142,000	12,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS Additional Data: Stems 252, 446, Projects I-205-7(2), (7), and (13)	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

10-20-76

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
0.08 mi. N of S.E. Division St.		48,000	65,700	96	10	Oregon	41	042	71007

(35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I Projects Only POST MI.	I Projects Only DESIG.
								I-	205-7	(34)	309	

Interstate

Portland

COUNTY NAME: Multnomah CODE: 051

ROUTE NO. I FEDERAL-AID: 205 STATE: 64 U.S.: I-205

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
V								
ST		"S.E. Grant St.-S.E. Division St. (S.E. 96th Ave.) Section"	0.0	154,000	142,000	12,000		ROW - 550' min.; Access Control - full Parking Restriction - complete
	JLG	PROJECT TOTALS	0.0	154,000	142,000	12,000		

DATES

REMARKS
Additional Data: Stems 252, 446, and 543;
Projects I-205-7(2), (7), and (13) respectively.

- Over -

S. E. Grant St.-S. E. Division St. (S. E. 96th Ave.) Section
Project No. I-205-7(34)309

Remarks - continued

Project Data: Construct frontage road along east side consisting of grade, drain and H.T. pave a 44-foot curbed section providing two 12-foot travel lanes with 10-foot parking lanes and incidental work common to this type of project.

Utilities and Railroad: Adjustment of utilities and railroad facilities are programmed under I-205-7(13)300.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse approvals dated September 29, 1970 and September 18, 1970 respectively.

FHPM 7-7-2 Requirements: FHWA letter of October 13, 1976 regarding distribution of the approved Final EIS states that the project may be advanced under federal aid procedures effective November 12, 1976.

FHPM 7-7-5 Requirements:
(a) Public Hearings - Design held September 14, 1970.
(b) Design Approval - Granted under FHWA memorandum of January 27, 1971.

Note:
(1) The project is in Congressional District No. 3.

September 2, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM for Joseph L Gaither
L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: C
Item No.: 71007
Project No.: I-205-7(-)309
F.A. Route No.: I-205
Section: S.E. Grant St.-S.E. Division St. (Portland)
Highway: E. Portland Freeway
Begin M.P.: 19.8
Length: 0.2
County: Multnomah
City: N/A
Work: Grade and Pave
Estimated Cost: $150,000
F.A. Cost: $138,000

NOTE:

(1) Requirements of IM 50-1-70, FHPM 7-7-2, FHPM 7-7-5 complied with or being complied with under Project No. I-205-7(2)303.

(2) Project is included in CRAG TIP FY 77 annual element.

JLG:bb

cc: B. L. Gifford

1983 SE Crystal Springs Blvd 8460
SE Sunnyside Rd. Sec. of E. Ptld. Fwy.
(Roadside impr. & bikeway const.) ■

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

cc: State (H. S. Coulter)

6-27-77

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 6-27-79	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-205-7(34)304
COMPLETION DATE 8-3-78	ACCEPTANCE DATE BY CONTRACT AGENCY 11-27-78	TIME ELAPSED 100 %	CONTRACT TIME SCD 9-30-77
APPROVED EXTENSIONS SCD 8-4-78	LOCATION S.E. Crystal Springs - S.E. Sunnyside I-205 - Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.E. CRYSTAL SPRINGS-S.E. SUNNYSIDE ROAD SECTION
EAST PORTLAND FREEWAY
Bikeway

This project was completed at a total contract cost of $208,213.24 representing a 4% overrun.

RECEIVED
STATE HWY ENGR
JUL 2 -'79
REFER TO
Keasey
FOR
Info | | R/O | D/S | Sign | Act | File

7-2
cy to

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by C. T. CHRISTIANSON C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner Field Operations	
TITLE Area Engineer	DATE 6-29-79	TITLE Field Operations Engineer	DATE 6-29-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

December 6, 1978

Corroon & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

Gentlemen:

On November 30, 1978, we wrote to you concerning release of final payment on Contract No. 8460 awarded to R. A. Hatch Co. for work on the S.E. Crystal Springs Blvd.-S.E. Sunnyside Road Section of the East Portland Freeway in Multnomah and Clackamas Counties.

Final payment on this contract is $2,500 and the total contract amount is $208,484.80 including $663.32 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Employers Mutual Liability Insurance
Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
E. L. Hardt

8460

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.E. Crystal Springs [illegible] S.E. sunnyside Rd.

WEEK ENDING: 10-28-78

SECTION PREFIX: 626-1084

HIGHWAY: East Portland Freeway

COUNTY: Mult./Clack.

NAME OF JOB: S.E.Crystal Springs-S.E.Sunnyside Rd.

KIND OF WORK: Roadside Improvement and Bikeway

CONTRACTOR: R.A. Hatch

CONTRACT NUMBER: 8-60

FEDERAL AID PROJECT NUMBER: I-205-7(34)304

DATE OF CONTRACT: Dec. 22, 1976

DATE WORK STARTED: Jan. 24,1977

ESTIMATED COMPLETION DATE: Sept. 22, 1978

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: A-June 30; B-Aug 4,1978

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 238,141.73

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 219,258.24

ENGINEERING AUTHORIZATION: $ 18,883.49

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 210,376.01

ENGINEERING COST TO DATE: $ 31,500

DATE PROJECT WAS COMPLETED: Sept. 22, 1978

ESTIMATED PERCENT OVERRUN UNDERRUN: 4.2 %

PERCENT OF AUTHORIZATION: 167 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	¾" Agg.	"C" Asph.	Emb. Placed	Concrete Barrier	CL-6 Fence
MILES IN PROJECT				2.3	2.3	2.3		1.7
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1220 Ton	2070 Ton	2510 CY	1500 LinFt	9000 LinFt
TOTAL QUANTITIES CORRECTED TO DATE				1126	2204	2150	1451	9034
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				1126	2204	2150	1451	9034
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	cloudy			
SATURDAY				

RECEIVED
OCT 30 1978
CONSTRUCTION BRANCH
Kessey K
Jackmond g
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inlow
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10/22 SUNDAY	No Activity
10/23 MONDAY	No activity
10/24 TUESDAY	No Activity
10/25 WEDNESDAY	No Activity
10/26 THURSDAY	No Activity
10/27 FRIDAY	NO Activity
10/28 SATURDAY	No Activity

REMARKS

This will be the last Weekly Report on this project, as the Semi Final has been completed and sent in.

SIGNED W.E. Hoffman LOCATION Portland
W.E. Hoffman/Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

FORM 81 718

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
October 1978

FILE: 1-205-51

FROM: W. E. Hoffman
Resident Engineer

TO: file

SUBJECT: Narrative Report
S.E. Crystal Springs Blvd. -
S.E. Sunnyside Road
Contract No. 8460

The project consisted of the construction of an AC bikepath along the West side of I-205 between the 92St. overcrossing and Sunnyside Road together with a landscape project between the same limits. Contractor was R.A. Hatch Co. of Bend Oregon. Completion of the work was delayed for one year when work was suspended to allow Clackamas Water District time to install a 24" water line along a portion of the bike path area.

The water district requested permission to install the pipe and agreed to pay the contractor for extra costs incurred by the delay. A lump sum of $7,891.97 was agreed upon. This sum was deposited with the State and PA no.2 executed to transfer said payment to the contractor.

This project was set up to test base designs. Five alternatives of thickness and materials were used. Because of physical variations in the ground, these test strips have been shifted to some degree. For instance, the lime section was moved from a rock area where it would have done no good. Base rock was used on the last 700' of the project to protect a plastic conduit containing illumination wiring for the Sunnyside interchange which had been exposed in grading. All breaks between sections are marked by post and paddleboard.

Bid items needing comment follow:

Embankment in Place: Grading of bicycle paths is a problem. Available equipment is not really suited to the narrow scratch work involved. Areas outside the roadbed tend to be disturbed. As much time is spent on them as on the road itself. Stakes are hard to preserve. An item for finishing roadbed and slopes (not on this contract but now being used in subsequent ones) is needed. A bicycle path intended to fit the terrain has to be balanced in the field, which was done in this case. The plans allowed this and should always do so. The shoulders cannot be built as shown on the typical section and have to be added after the paving is done. This is always done by stringing the dirt along the AC surface and blading into place. This leaves the paving dirty and hard to clean. To wash it off would be to mess up the shoulders. The rain eventually cleans it but not in time for inspection. This problem is inherant in constructing earth shoulders at pavement level and without the development of specialized grading equipment it must be endured. Granular material such as ¾"-0 or sand which would broom off would solve the problem but might not be otherwise desirable.

Tractor with Dozer: This item was not used as the problem to be fixed (the East cutbank of the freeway) had cured itself as a result of rain and weather and growth of covering vegetation.

REFERRED TO
Beard ___ Stoudenmeyer ___
✓ Cole WEC ___ Sample ___
___ Erikson ___ Watson ___
___ Hager ___ Dorn ___ Lau ___
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BY FINAL DESIGN ENGINEER
Prepare Hr of acknowledgement
OK W.E.C. 11/6/78

(1)
___ Versteeg ___
T Christensen Doc
___ George ___
___ Olson ___
___ Terpin ___
Hr Sullivan Copy
___ Scott ___
2 Anderson

RECEIVED
NOV 0 2 1978
ENGINEERING SECTION

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Action ___

Lime Treated Subgrade : As noted above, this Material was shifted to a more suitable area.

Cement Treated Subgrade : Shifting of the Lime resulted in a corresponding shift of this material.

Class "C" Asphalt Concrete Mixture : A good job was done with a minimum 10 Ft. pull Blaw-Knox Paver. The nature of Pavers is such that a 10 Ft. width ends up somewhat wider than that when rolled. This is another reason why a previously graded earth shoulder level with the pavement is impractical.

Asphalt Cement in Mixture : a minimum of 6.5 % asphalt in a commercial mix is not always possible. The Region A.C. Plant Inspector was able to work up a usable mix but we all feel a 6% minimum would be safer. This has been done on some more recent Contracts.

CL-6 Chain Link Fence : The posts used on the Project were lighter weight than specified. use was allowed under P.A. #1 with a reduction in price of $ 0.25 per Lb.

Concrete Walks :

Concrete Curbs : These Items were constructed together and will be discussed together. The sidewalks at S.E. Crystal Springs Blvd. was poured on a very hot day by the contractor's labor crew who were inexperianced in this work. The 3 truck loads of concrete ordered arrived all together. 138 Ft. of 10 Ft. wide integral curb and walk was much too much for this combination of factors to cope with. The first 47 Ft. were adequate and eventually accepted. The rest was rough, cracked and completely out of shape in line and grade. The contractor asked if he could find out if it would be acceptable to the City of Portlandand since it was placed on City R/W. They agreed that the first 47 foot section was acceptable. The rest was removed and replaced. Replacement was made in two days in wet weather with an experienced Finisher working.

A misunderstanding of the directives of the Bicycle Route Engineer in regard to joints resulted in the inclusion of 2 expansion joints and no contraction joints, apparently the opposite of what was intended. Getting workmen to alter their accustomed and accepted methods for reasons they little understand is difficult at best. I suggest that where these deviations are desireable they be included in the contract.

Contraction joints were included in the work that was redone. As predicted, the contractor argued that this was a change in specifications and hence basis for a claim. It was pointed out to him that the Walk was rejected for other reasons and that a portion of it without such joints had been accepted. The claim was rejected at the Region level and I have not heard of it since. I don't consider it Dead.

Concrete Barrier : These were used as retaining walls to carry the path across the slope paving and thus under the undercrossing structures at Lester Ave. and at Otty Rd. This rather unusual and different installization worked very well. It was decided before the work was done that grouting the lower wall to the excavated bench would probably be unsatisfactory. A strip of A.C. wide enough to accomadate the barrierswas placed on the bench. This worked very well. The vertical ends of the runs of the upper wall do not match the terrain as they are necessarily exposed. A down drain on the south side of the Lester Ave. structure had to be relocated as it was intercepted by excavation for the barriers. The work was done under E.W.O. #1 It was obvious that the pipe had failed before the project had ever started. We exposed the pipe up to the bridge walkway to ascertain this.

Maintenance forces repaired the drain. work on the E.W.O. was stopped at this point. The contractor sent a bill for 2 hours work done in the area during clean up. No work had been authorized nor was there knowledge of any. He was notified by letter of this and that no payment could be made without knowledge of what was done and why it was necessary.

The North end barriers on both sections were not placed where the Contractor was instructed. One was short and the other long. I wanted to switch the Lester one to Otty. The forman protested that the big crane was gone so I said let it go. The next day they brought the big crane (a rental) back because the little one wasn't getting the adjusting done. The inspector had them pick the barrier up at Lester when they moved the big crane to Otty and take it along. This led the crew to get their tally mixed up and the Contractor thought he had another 12½ feet of barrier coming. He was notified that the barrier runs were measured in the field and that measurement was the pay quantity.

Vehicle Barrier Post: The only question here is why 2 pad locks per post are needed. We questioned this in the beginning without sucess. Some scathing remarks from the public have been received which could not be answered. State padlocks were ordered which have not been received as yet. 46 locks were obtained on a contract release order to keep cars off the path until the regular locks arrive. The reflectors on the posts are a complete waste of time and money. They all have been destroyed. Reflective tape would work if it could be glued down to stay.

Furnishing and Planting Trees: The only comment needed is that Scarlet Oaks refuse to establish here. All the originals died and were replaced. I think most of the replacements have also died although I haven't specifically checked. These seem to rquire more care then the specifications provide in order to survive in this area.

Most of the work was well done. The delay made the project seem interminable and swelled engineering costs. It was sensible to delay the project for the water line as installing it afterward would have been expensive and destructive and would have required the virtual rebuilding of the 3,000 feet of the path involved.

WEH/wh

W E Hoffman

cc; file

W.E. Hoffman
Res. Engr.

ORGONE STATE HIGHWAY DIVISION

STATEMENT OF OVERRUNS AND UNDERRUNS

Section S.E. Crystal Springs - S.E.Sunnyside Rd. **Contract No.** 8460

Highway East Portland Freeway **Prefix** 626 - 1084

Contractor R.A. Hatch **Federal Aid No.** I-205-7(34)304

	CONTRACT AUTHORIZATION	FINAL COST		
Contract Ammount	$ 198,771.50	$ 200,231.92	0.7 %	~~Under~~ Over
Contingencies	$ 9,441.74	--------	-- %	Under Over
Engineering	$ 18,883.49	$ 31,300.00	65.8 %	~~Under~~ Over
Addn'l Auth.	-------	-------	--- %	Under Over
Total Authorization	$ 238,141.73	Total Final Cost $ 227,211.28		

EXPLAINATION OF OVERRUNS AND UNDERRUNS

Item No.	Item	Bid	Final	%	Under or Over
1	Mobilization	$ 18,000	18,000	--	--
2	Temp. Protection & Dir. of Traffic	5,000	5,000	--	---
3	Temporary Signs	$ 1,287	$ 471	37	Under
	Contractor used all signs necessary.				
4	Clearing and Grubbing	$ 1,000	$ 1,000	--	---
5	Removal Of Structures & Obstructions	5,000	5,000	--	---
6	Embankment in Place	$ 7,530	$ 7,779	3	Over
7	Tractor with Dozer	$ 400	--	--	--
	Not Needed				

Item No.	Item	$ Bid	$ Final	%	Under or Over
8	Watering	420	188.40	55	Under
	Used all that was necessary				
9	Soil Sterilization	1,000	1,000	--	---
10	¾" - 0 Aggregate Base	5,490	5,882.81	7	Over
11	Lime Treated Subgrade	1,120	1,111.10	1	Under
12	Lime for Treated Subgrade	750	767.25	2	Over
13	Cement Treated Subgrade	2,230	2,222.20	0.3	Under
14	Cement for Treated Subgrade	1,500	1,502.25	0.2	Over
15	Class 'C' Asph. Conc. Mixture	38,295	40,773.26	6.5	Over
16	Asphalt Cement in Mixture	9,450	9,862.30	4	Over
17	6 - inch Culvert Pipe	590	580	2	Under
18	12 - inch Sewer Pipe	200	200	--	--
19	Concrete inlet, Type G - 2MA	600	600	--	--
20	CL - 6 Chain Link Fence	34,200	34,329.30	0.4	Over
21	CL - 6 Chain Link Fence on Concrete Barrier	3,187.50	3,200.25	0.4	Over

Item No.	Item	$ Bid	$ Final	%	Under or Over
22	Concrete Walks	1,440	1,354.40	6	Under
23	Concrete Curbs	600	417	31	Under
	Curbs were poured at all indicated and need areas.				
24	Concrete Barrier	27,000	26,118	3	Under
25	Vehicle Barrier Posts	4,800	4,600	4	Under
26	Roadside Seeding and Mulching	2,850	2,897.50	1	Over
27	Furnishing and Planting Trees	16,200	16,230	0.2	Over
28	Furnishing and Planting Shrubs	4,344	4,344	--	--
29	Furnishing and Planting Vines	1,063	1,063	--	--
30	Soil Conditioner	1,600	1,646	3	Over
31	Bark Mulch	1,625	2,093	29	Over
	Additional Mulch needed to adequately cover the areas				
PA#1	Light Line Posts (Credit)	305.80	304.41	0.5	Under

8460

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-292		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah & Clackamas
MODIFICATION NUMBER 1	[illegible] 78	Project Number I-205-7(34)304

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 24, 1977, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 232,807.00	$ 246,350.00
Federal funds	$ 214,740.00	$ 227,232.00
Other revisions		

This modification is made for the following reasons:

Increase in construction bid items, approved S.F.O. and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of September, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

BXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

File

Oregon State Highway Division
Salem, Oregon September 26, 1978

Federal Aid Project
No. I-205-7(34)304

S.E. Crystal Springs Blvd.-S.E. Sunnyside Rd. Section
East Portland Freeway Highway
Multnomah & Clackamas Counties

Revised Project Agreement Estimate.

Type Code Y051
Bikeway (Sta. 555+00 to Sta. 678+69.8)

Subtotal of Previous Estimate of January 4, 1977			$172,834.50
Previous Estimate			
Class "C" Asphalt Conc. Mixture	2070 ton	18.50	$ 38,295.00
Revised Estimate			
Class "C" Asphalt Conc. Mixture	2204.26 ton	18.50	40,778.81
Relocate Trees & Shrubs S.F.O. #1		All Required	2,345.00
Bikeway Signs S.F.O. #2		All Required	4,000.00
Relocate Meter Pole S.F.O. #3		All Required	696.31
		TOTAL	$ 47,820.12
		Difference	9,525.12
		Subtotal	$182,359.62
		Engineering	27,350.38
		TOTAL	$209,710.00

Length of Project ----------------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Bikeway	$209,710.00	$193,436.00	$16,274.00
Roadside Improvement	36,640.00	33,796.00	2,844.00
TOTAL	$246,350.00	$227,232.00	$19,118.00

Group 1 - 16% Group 8 - 84%
Contract - 8460
Prefix No. 626-1084
Multnomah County 15%
Clackamas County 85%

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

tate: Oregon

County: Multnomah and Clackamas

Project No.: I-205-7(34)304

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, S.E. Sunnyside Rd. to N. 2.2 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11/23/76	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 232,807.00	$ 214,740.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JAN 24 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

S-file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, January 4, 1977

FEDERAL AID PROJECT
No. I-205-7(34)304

S.E. Crystal Springs Blvd.-S.E. Sunnyside Rd. Section
East Portland Freeway Highway
Multnomah and Clackamas Counties

Project agreement estimate

Type Code Y051
Bikeway (Sta. 555+00 to Sta. 678+69.8)

Mobilization	All Required (80%)		$ 14,400.00
Temporary Protection and Direction of Traffic	All Required		5,000.00
Temporary Signs	429 Sq. Ft.	3.00	1,287.00
Clearing and Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Embankment in Place	2,510 Cu. Yd.	3.00	7,530.00
Tractor with Dozer	16 hr.	25.00	400.00
Watering	70 M-gal.	6.00	420.00
3/4"-0 Aggregate Base	1,220 ton	4.50	5,490.00
Lime Treated Subgrade	1,120 Sq. Yd.	1.00	1,120.00
Lime for Treated Subgrade	10 ton	75.00	750.00
Cement Treated Subgrade	2,230 Sq. Yd.	1.00	2,230.00
Cement for Treated Subgrade	20 ton	75.00	1,500.00
Class "C" Asphalt Concrete Mixture	2,070 ton	18.50	38,295.00
Asphalt Cement in Mixture	135 ton	70.00	9,450.00
6-inch Culvert Pipe	118 lin. ft.	5.00	590.00
12-inch Culvert Pipe	10 lin. ft.	20.00	200.00
Concrete Inlets, Type G-2MA	1 only	600.00	600.00
CL-6 Chain Link Fence	9,000 lin. ft.	3.80	34,200.00
CL-6 Chain Link Fence on Concrete Barrier	750 lin. ft.	4.25	3,187.50
Concrete Walks	180 sq. yd.	8.00	1,440.00
Concrete Curbs	200 lin. ft.	3.00	600.00
Concrete Barrier	1,500 lin. ft.	18.00	27,000.00
Vehicle Barrier Posts	24 only	200.00	4,800.00
			$166,489.50

Anticipated Items

Temporary Erosion Control	All Required	$ 4,000.00
Relocate Shurbs and Trees (S.F.)	All Required	2,345.00
		$ 6,345.00
	Subtotal	$172,834.50
	Engineering	23,332.50
	TOTAL	$196,167.00

Type Code Y003
Roadside Improvement (Sta. 551+00 to Sta. 644+50)

Mobilization	All Required (20%)		$ 3,600.00
Soil Sterilization	400 lb.	2.50	1,000.00
Roadside Seeding and Mulching	6 acre	475.00	2,850.00
Furnishing and Planting Trees	540 only	30.00	16,200.00
Furnishing and Planting Shrubs	724 only	6.00	4,344.00
Furnishing and Planting Vines	2,126 only	0.50	1,063.00
Soil Conditioner	160 cu. yd.	10.00	1,600.00
Bark Mulch	25 unit	65.00	1,625.00
	Subtotal		$ 32,282.00
	Engineering		4,358.00
	TOTAL		$ 36,640.00

Length of Project . . . . 0.00 mile

Retained in Program Status

Bikeway Signs (S.F.)	All Required	$ 4,000.00
Move Fire Hydrants (City)	All Required	700.00

Summary of Funds (92.24%)

Description	TOTAL Cost	Federal Funds	State Funds
Bikeway	$196,167	$180,944	$15,223
Roadside Improvement	36,640	33,796	2,844
TOTALS	$232,807	$214,740	$18,067

Group 1 100%

Contract No. 8460

Prefix No. 626-1084

Multnomah County 15%
Clackamas County 85%

8460

April 25, 1977

Access Control Fence, East Portland Freeway (I-205)

SEE: CON 21-2 I-205 - General

Form A-108 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8460

Order No. 1

Section S.E. Crystal Springs Blvd.-S.E. Sunnyside Rd. Date December 29, 1976

Highway East Portland Freeway F.A.P. No. I-205-7(34)304

County Multnomah -Clackamas Prefix 626-1084 Account No. 270-01

Description of Work To Be Done: Relocate trees and shrubs in conflict with bikeway construction.

[illegible] 1-7-77

Location by Station Numbers:

Bikeway Station # 667 to 678+.

Estimate of Quantities and Costs:

Total $ 2,345.00

Explanation: This ia an anticipated item. Existing trees and shrubs that are in conflict with bikeway construction are to be removed by State Forces. The Special Provisions call for removal to be done by March 31, 1977. Funds provided in Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$238,141.73
Present estimate of project cost, including $2,345.00 for work under this order	$228,699.99
Expected under-run ~~over-run~~ (amount)	$ 9,441.74
Expected under-run ~~over-run~~ (per cent)	4%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: per Regional Engineer

1-7-77.

Approved: Construction Engineer

5460

FORM 81 734.3030

yellow 1-205

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

December 10, 1976

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: J. E. Holland
RESIDENT ENGINEER

SUBJECT: S.E. Crystal Springs Blvd.--
S.E. Sunnyside Rd. Section
East Portland Freeway
Multnomah & Clackamas Counties

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9092	00	Mainline, Centerline	Profile Grade
	01	Mainline, Centerline	Subgrade
	02	Mainline, Centerline	Profile Grade
	03	Mainline, Centerline	Subgrade
	04	Mainline, Centerline	Profile Grade
	05	Mainline, Centerline	Subgrade
	06	Mainline, Centerline	Profile Grade
	07	Mainline, Centerline	Subgrade

Attachment
BG/az

8160 1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

November 30, 1976

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 16 Bid Letting

TO: FILE

This is to document Highway Division action establishing footpaths and bicycle trails in accordance with ORS 366.514. Bids will be opened December 16, 1976 on the following projects:

1. SE Grant to SE Division (SE 96th Dr.) Section
   East Portland Freeway
   Multnomah County

   Grading and paving

   An 8-foot sidewalk/bikeway will be provided on one side.

2. NE Prescott-SE Flavel St.
   Cascade Highway in Portland
   Multnomah County

   Traffic signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. SE Crystal Springs Blvd.-Sunnyside Rd.
   East Portland Freeway
   Multnomah County

   Roadside improvement and bikeway.

   This project is to construct a 10-foot Class I bikeway.

4. Little Dry Creek-Milton-Freewater Section
   Oregon-Washington Highway
   Umatilla County

   Paving

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "Footpaths and trails are not required to be established. . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Four- to eight-foot paved shoulders will be provided on this project.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

84b

15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(34)304

STATE PROJECT NO. See below

FROM: G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71006

COUNTY NAME Clackamas & Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 2 '76
REFER TO
FOR
R/D D/R

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
11-23-76	11-23-76	Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION: "S.E. Crystal Springs Blvd. - S.E. Sunnyside Rd. Sect."

GENERAL DESCRIPTION OF WORK: Landscape and bikeway - Code Y051, Y003, miles 0.0

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)

Temp. Erosion Control (E.W.)	$4,000
Relocate shrubs and trees	2,345

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's November 22, 1976 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $258,073 - Federal funds $238,046.

A signed title sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-29-76		Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8460

15

September 2, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM for Joseph L Gaither
L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 2 of the subject program:

Area: C
Item No.: 71006
Project No.: I-205-7(34)304
F.A. Route No.: I-205
Section: S.E. Crystal Springs Blvd.-S.E. Sunnyside Rd.
Highway: E. Portland Freeway
Begin M.P.: 16.8
Length: 2.0
Counties: Multnomah and Clackamas
City: N/A
Work: Roadside Improvement and Bikeway
Estimated Cost: $278,000
F.A. Cost: $256,000

NOTE:

(1) A-95 review requirements accomplished under Project I-205-7(24)304.

(2) Program approved 8-23-76, but project hasn't reached P.S. and E. stage.

(3) Project is included in CRAG TIP FY 77 annual element as S.E. Foster Rd.-Sunnyside Rd.

JLG:bb

cc: B. L. Gifford

1-205

ALL CLEAR 8/27/76

Donald L Bout

ENVIRONMENTAL REVIEW

Section SE Crystal Springs Blvd.-SE Sunnyside Rd.
Highway I-205
County Multnomah Region I
Type of Work Rdsd. Impr. & Bikeway
Funds

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐

Previously cleared - Potter to prepare a memo verifying this

DIVISION OF STATE LANDS: No

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No

FISH & WILDLIFE COMMISSION: No

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise: OK

OTHER: Archeological: All Clear

8460

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 25, 1976
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Project (Statewide) Assessment
SE Crystal Springs Blvd.-SE
Sunnyside Rd.
East Portland Freeway
Multnomah County

TO: L. W. Rulien
Program Management Engineer

NOTED
E. S. HUNTER

The bikeway and roadside improvement project to the subject section have been assessed and evaluated for its potential impacts on the quality of the human environment.

It has been determined that no new right-of-way will be required, and that this project is of a type for which the statewide assessments for roadside improvements and bikeways are applicable.

GAP:ss

cc: E. S. Hunter ✓
R. N. Bothman
Jeff Kaiser

noted

RECEIVED
STATE HWY ENGR
AUG 25 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

846

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.: I 205-7(34)304

COUNTY NAME: See below

Clackamas & Washington

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-863

TO:

Mr. H.S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '76
REFER TO
Rulien
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 8-23-76

FEDERAL ROUTE NUMBER: Interstate Route 205

STATE ROUTE NUMBER: Primary Route 64

GENERAL LOCATION: "S.E. Crystal Springs Blvd.-S.E. SUnnyside Rd. Sect."

GENERAL DESCRIPTION OF WORK: Landscape and bikeway (CodeY003 - Y051 Miles 0.0)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Approval (TEC $275,000 - FF $253,700)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's letter of 8-16-76, I approve the subject project for inclusion in the Federal-aid program.

DATE: 8-23-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8260

~~PRO 6-2~~

August 16, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project No. I-205-7(34)304
Clackamas and Multnomah Counties

We are submitting program data for one project, Item No. 863, Project No. I-205-7(34)304, "S.E. Crystal Springs Blvd.-S.E. Sunnyside Rd. Section", which we desire to have included in the Federal Aid Interstate Highway Program.

It is the Oregon State Highway Division's intention to receive bids for this project on Septmeber 23, 1976.

CL:re

Attachments

cc: E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 16, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	I-205, S.E. Sunnyside Rd to N. 2.2 miles.		56,800	76,600*	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	Landscape & Bikeway								I-	205-7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
4	Interstate	Clackamas & Multnomah	005 051

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Portland	I	I-205	64	I-205

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y003 Y051		"S.E. Crystal Springs Blvd.-S.E. Sunnyside Rd. Section"	0.0	275,000	253,700	21,300	

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1	1	CL		0.0	275,000	253,700	21,300
1	14	PROGRAM APPROVAL DATES					

REMARKS Additional Data: See Ite
I-205-

*ADT: Assumes I-205 Completed. Based on Interim Transportation Plan for Portland.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

August 16, 1976

T LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, S.E. Sunnyside Rc to N. 2.2 miles.		56,800	76,600*	96	10	Oregon	41	042	863

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV ACCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								I-	205-7	(34)	304	

Interstate

Portland

COUNTY NAME: Clackamas & Multnomah 005 CODE 051

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-205	64	I-205

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
NST (DE) 3 1		"S.E. Crystal Springs Blvd.-S.E. Sunnyside Rd. Section"	0.0	275,000	253,700	21,300		ROW-410' min.; Access Control-Full; Parking Restrictions Complete.
CL		PROJECT TOTALS	0.0	275,000	253,700	21,300		

VAL DATES

REMARKS Additional Data: See Item 699, Project No. I-205-7(24).

*ADT: Assumes I-205 Completed. Based on Interim Transportation Plan for Portland.

-OVER-

S. E. CRYSTAL SPRINGS BLVD. - S. E. SUNNYSIDE RD. SECTION
PROJECT NO. I-205-7(34)304

Remarks-Continued:

Project Data: The work under this project consists of furnishing and planting trees, shrubs, vines, and incidental work common to this type of project and also grade, drain and A.C. surface necessary to construct a bikeway within the existing right-of-way.

Requirements of IM 50-1-70; FHPM 7-7-2, FHPM 7-7-5: This project is considered stage construction as part of the work necessary to complete this section. The basic construction was accomplished and these requirements were complied with under Project I-205-7(24)304.

Data for PR-37: ROW-1; ROW-F; Sanitary Facility-N

Type Code Y003	$ 60,000
Type Code Y051	215,000
Total	$275,000

Clackamas Co.	85%
Multnomah Co.	15%

Note: (1) This project is in Congressional District No. 3.

I-205

August 5, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Cliff Christianson

Gentlemen:

Re: Roadside Improvement and
Bikeway Project
SE Crystal Springs Blvd. -
SE Sunnyside Road
I-205

The proposed bikeway alignment near Sunnyside Road Interchange will necessitate removing approximately five trees and 765 shrubs. While these plants have had significant growth in one year they are still not too large to be moved economically. We believe it would be in the public interest to move the plants to the Gladstone and Park Place Interchange.

We propose that they be moved under a federal participating work force order in this contract. We propose an anticipated item for removal and relocation of plants, at $3.00 per shrub and $10.00 per tree, for a total of $2,345.00.

Your concurrence in this proposal is requested.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

JHV:jh

____ Versteeg ____
____ Olson ____
____ Christensen ____
____ Scott ____
____ Swenson ____
/ Savage 73
____ Trout ____
____

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AUG 0 4 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
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Receiver Keep ☐
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Bring Up ___/___/
Other ____

9460 1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 3, 1976

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: SE Crystal Springs Blvd.--
SE Sunnyside Road Section
East Portland Freeway
Multnomah and Clackamas Counties

A design review was held in Portland at the Region office and the job site on the subject project. In attendance were:

Ed Hardt, Region 1 Engineer
Cliff Christianson, F.H.W.A.
Don Shaffer, Salem
Tom Savage, Salem
W. E. Cole, Salem
Dick Dorn, Salem
Ed Holland, Portland
Bill Bergsfedt, Portland
Don Wackerbarth, Portland
Paul Ward, Portland

1 Versteeg ✓
2 Olson
4 Christensen Dor
Scott
3 Swenson
Savage
Trout

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AUG 0 3 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REMARKS:

1. At the intersection of 92nd Avenue and Crystal Springs Boulevard, we found that the City has constructed P.C. concrete walks and curbs including pedestrian ramps in the curb radii. We will extend the 10' P.C. concrete walk and curb on the southwest side of Crystal Springs Boulevard approximately 139'. At this point the asphaltic concrete bikeway will connect to the P.C. concrete walk.

2. The connection to the bikeway from the Lester Avenue and Otty Road structures will be revised to fit the conditions at the bridge ends. The Lester Avenue walk will be widened to 8' for a distance of 45' off of the bridge end. The connection off of the Otty Road structure will be narrowed from 10' to 8' due to the existing width between the end of the bridge and the existing fenced right of way.

3. The connection to the bikeway at S.E. Con Battin Road cul-de-sac will be revised to connect into an existing driveway.

4. The connection to the bikeway at S.E. King Road will be relocated due to the location of the existing 16' gate. Also, this road is in the process of being developed with a curbed street section. The curbs have been placed and it appears that the paving will follow within the next week.

We discussed this with the foreman of Martin Construction Company and he advised us that Clackamas County had approved the dead end construction at our right of way line without a cul-de-sac. We informed him that when the freeway was constructed, Clackamas County requested that cul-de-sac's be constructed at these dead end streets for the use of emergency equipment turn-arounds. Cliff Christianson, F.H.W.A., indicated that he would contact Clackamas County and discuss this design problem.

5. The connection to the bikeway at S.E. Causey Avenue cul-de-sac will be revised to connect into the existing 16' gate location at our right of way line.

6. We propose to revise the bikeway alignment at the Sunnyside Interchange area. From Sta. 672+50 to Sta. 676± we propose to shift the alignment 20' to 25' toward the freeway to stay clear of the established shrubs. There is enough room on top of the cut slope to make this shift. From Sta. 676± the alignment will swing westerly and stay adjacent to the right of way fence. The plants in this area will be removed by State forces and used elsewhere.

7. Specifications

Ed Holland requested that appropriate language be used in the Specifications indicating that the contractor smooth and seed any ruts made on the existing shoulder or slopes caused by the contractor's equipment. He also suggested that the seeding and mulching of the bikeway should follow up the paving operation due to the season of the year. The seeding and mulching of the bear spots on the freeway slopes can be done at the time Landscaping is performed.

8. Ed Holland also pointed out that many of the proposed tree plantings on both sides of the freeway would not be practical because of the solid rock cuts and poor soil areas. He will follow up with a letter documenting the location of these areas. Tom Savage will revise his plans accordingly.

WEC:az
cc: To All Participants
C. G. Swenson

34

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 26, 1976

NOTED
E. S. HUNTER

Mr. G. L. Green, Division Administrator
Federal Highway Administration
Box 300
Salem OR 97308

Dear Mr. Green:

Re: Oregon Project I-205-7(-)299
Bikeway Overcrossing PTCRR
1041BR.1

Your letter of May 5 concerning the proposed bikeway structure over the Portland Traction Company track on the SE Foster Road-SE Sunnyside Road Section of the East Portland Freeway has been referred to me for reply.

The Portland Traction Company has been contacted and has refused to grant a grade crossing at that location. A copy of their correspondence is attached.

The Highway Division is continuing to negotiate with Portland Traction for a grade crossing but as yet nothing is forthcoming.

In the event we are not successful in acquiring grade crossing rights, we consider the construction of the overcrossing structure the only acceptable alternate. The conflicts resulting from removing the cyclist from a safe Class I bikeway and placing him on the city street system to compete with pedestrians, autos and commercial traffic creates a situation that is unsafe for both the cyclist and other traffic, as can be seen from the following information.

The route suggested in your letter would involve construction of approximately 1900 feet of Class II bikeway. Involved would

Form 81-734-3123

be 16 accesses of which 4 are commercial. Included are three accesses to SE 92nd Avenue which serves an apartment complex of 41 units.

Cyclist usage of the I-205 bikeway is anticipated to be high. There is no accurate means to forecast usage in numbers. However, counts taken in Eugene, an urban area comparable to Portland, at the Willamette River Bikeway give an ADT for the first four months of 1976 of 163. One counting station on the Farmington Bikeway in Beaverton had an ADT for 1975 of 54 and for the first four months of 1976 an ADT of 79. These data, not conclusive in themselves, do indicate that bicycle usage is on the increase in Oregon and that the I-205 bikeway will receive a considerable amount of ridership.

All of the I-205 bikeway is a high standard Class I bikeway with the exception of the crossings of the major arterials, and provides the maximum of safety to the cyclist. The major arterial crossings are signalized and will present a minimum of hazard to those using the bikeway. It is our position that the I-205 bikeway should be constructed to the highest possible safety standard permitted in the I-205 corridor and that to subject the cyclist, pedestrian and motorist to the aforementioned conflicts is not in the best interest of the public.

Discussion with City representatives indicates that in order to route the bikeway on SE Cooper Street, the State would be required to improve the street by constructing surfacing, curbs, sidewalks and drainage for its entire length. A preliminary estimate for this work is $46,000, of which only about $9,000 could be charged to the bikeway cost. We would be reluctant to expend State tax funds to participate in the improvement of a city street which would be unused by anyone except the residents.

If the bikeway were rerouted as suggested, the maintenance of that portion on the city street system would be the responsibility of the City. Maintenance of a short, isolated segment of bikeway would be difficult and expensive, whereas if the bikeway is continued adjacent to the freeway, the State would perform the necessary maintenance as a continuance of the rest of the bikeway.

We are continuing to negotiate with Portland Traction Company for a grade crossing. The first refusal came at a time when

Portland Traction was affiliated with Southern Pacific Transportation Company. It is now operated by Union Pacific. It is possible Union Pacific may grant a crossing. In the event that a crossing is granted, the proposal for the structure will be abandoned. If it is not granted, we ask that you concur and participate in the construction of the overcrossing structure. Design work for the structure will be held in abeyance until it is known if a crossing will be granted.

Very truly yours,

Att

Frank E. Terpin
Location Engineer

FET:mc

bc F. B. Klaboe
W. J. Hart
J. H. Versteeg
E. L. Hardt

RECEIVED
STATE HWY ENGR
MAY 27 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 5, 1976

In reply refer to: 1041BR.1

NOTED
E. S. HUNTER

SUBJECT: Oregon Project I-205-7(-)299
Bikeway Overcrossing PTCRR
# 16286

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Hart's letter, dated April 30, 1976, transmitted preliminary plans for this structure. The plans call for a crossing of the railroad track with a bridge carrying the I-205 Bikeway.

Our understanding is that this track crosses all the local city streets in the area at grade, including 82nd Avenue. The only street separation is I-205. It is also our understanding that one train or less uses the track each day. In view of these circumstances it does not seem reasonable to need a grade separation for a bike path. We suggest you investigate further the idea of using an at-grade crossing.

If the Railroad Company is reluctant to give permission to cross their tracks at grade it may be possible to cross on a city street adjacent to the freeway. We suggest exiting the freeway westerly on Cooper Street to 92nd Avenue then proceeding southerly using the existing traffic control systems. We believe this would offer an acceptable alternate to the structure crossing and be less expensive. Could we have your comments, please.

for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 7 '76
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Rulison
Keasey
[illegible]
Bothman
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8460

File BR 16286

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 30, 1976

NOTED
E. S. HUNTE

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Dear Mr. Green:

Bikeway Xing of PT Co. RR
E. Portland Fwy.
Multnomah Co.

Enclosed are two prints each of Drawings Nos. 31384, 31232 and 31233 which are the preliminary plan and elevation and vicinity map for the subject structure.

It is presently planned to ask for bids on this structure at the July 29, 1976 bid letting.

The width, elevation and alignment are in accordance with the requirements established for this project. The grade line will maintain existing clearances over the rail lines.

A prestressed superstructure was chosen for this location to provide the most economical structure and to eliminate the need for falsework over the railroad. The double "T" section was used for these span lengths rather than a box beam for its aesthetic appeal and because a single standard section would be adequate thus eliminating the alternate requirements of tying three standard boxes together or designing a special box section.

The estimated cost of this structure is $102,000.

The estimated cost of alternates studied are as follows:

Poured in Place Approach Spans w/Prestressed Slab Center Span	-	$ 121,000
Type IV Prestressed Beams w/Poured in Place Deck Slab	-	113,000

Above estimates are based upon a square-foot price plus 40% for engineering and contingencies.

This preliminary submittal is being sent to you for your approval.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

PMO/ag

Encls.

cc E. S. Hunter
L. W. Rulien
C. T. Keasey
R. N. Bothman w/1 print Dwg. No. 31384
V. E. Skoog
J. Chidsey w/5 sets

RECEIVED
STATE HWY ENGR
APR 30 '76
REFER TO
FOR
Info Inves R/D D/R

Form FHWA 121 (Rev. 5-73)

8460

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: November 14, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon Project I-205-7(-)304
Foster Road-Sunnyside Road Section
Proposed Bikeway

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The proposed bikeway as described in Mr. Hunter's letter dated November 4 is approved as requested. The design should include flexibility to fit in with or be complementary to future transit provisions that may be designed into the Foster-Woodstock Interchange.

The design of signals and pavement markings at grade crossings should be such that maximum safety for the cyclist is ensured. A high number of bikeway users will undoubtedly be children who will have long sections of conflict-free riding between street intersections. This may result in a user-expectancy that would create a feeling of security on the long sections to the point that awareness of intersection danger may be precluded.

for Valach
G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENG.
NOV 20 '75
REFER TO
Orig Cy
FOR:
Info Inve R/D D/R Sign Act File
✓

November 4, 1975

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Proposed Bikeway
Foster Road-Sunnyside Road Section
I-205, Clackamas County

On September 17, 1973 approval was received from your office for a bikeway along I-205 from the north end of the I-205 Bridge over the Columbia River southerly to Foster Road.

This is a proposal to extend the bikeway along I-205 from Foster Road southerly to Sunnyside Road, a distance of 3.3 miles. It is estimated to cost $500,000 and it is anticipated that construction will be included with the landscaping contract for I-205. A map is attached depicting the proposal.

The "Feasibility Report, Proposed I-205 Bikeway, August 1973" identified a number of major trip attractors, indicating a potential for high usage of that facility. Similar attractors are located within the limits of Foster Road and Sunnyside Road and, based upon the findings in the Feasibility Report, it can be expected that a bikeway within these limits will similarly induce a high degree of usage. The facility will be in demand by bicyclists commuting to schools or jobs, going shopping, touring and riding to recreation areas such as playgrounds, theaters, et cetera. Some existing trip attractors are:

Name	Location
Kelly School	92nd and Glenwood
Battin School	Fuller and Johnson Creek Roads
Publishers Paper and other major industries	Foster Road east of I-205
Supermarket	82nd and King Road

In addition to the existing attractors which alone will promote usage of a bikeway in the I-205 corridor, there are two major attractors proposed -- Town Center and Kaiser Health Center. A traffic impact study and an environmental assessment prepared by Carl Butke to evaluate the impact of these centers on Clackamas County indicates that some 3,000 job opportunities in the service, technical and professional fields will be provided by 1980, and 6,200 job opportunities by 1990. This will naturally give rise to the growth of residential development, along with an increase in commercial and recreational activity in the area. With this anticipated growth, the bikeway will provide the means for use of the bicycle as an alternate form of transportation. In recognition of this, Clackamas and Multnomah Counties and the City of Portland through independent planning have developed an officially adopted comprehensive bikeway plan, in which a bikeway in the general I-205 corridor is identified as an important element.

The bikeway will be a Class I facility adjacent to I-205 and will share the rights-of-way in a joint-use concept. In order to provide access to the adjoining areas and to assure safe mobility for the bicyclist, the following procedures are anticipated for handling bikeway crossings and access points:

	Crossing and/or Access
Foster Road	Signalized at-grade intersection.
S. E. Woodstock Boulevard	Signalized at-grade intersection.
Portland Traction (RR)	At-grade crossing. I-205 crosses over the railroad at this point.
S. E. Flavel Street	Signalized at-grade intersection at 92nd Avenue. A branch of the bikeway crosses under I-205 adjacent to Flavel Street.
S. E. 92nd Avenue	At-grade crossing beneath I-205.
S. E. Lester Avenue	Signalized at-grade intersection at Fuller Road. Branch of bikeway crosses I-205 with Lester Avenue.
Otty Road	Signalized at-grade crossing. Branch of bikeway crosses I-205 with Otty Road.
Sunnyside Road	Signalized at-grade intersection.

The bikeway will be designed and constructed with suitable alignment, grades, drainage and durable surfacing to a width that will accommodate two-way usage and provide for safe operating conditions for the bicyclist.

The proposed bikeway conforms with Federal policy set forth in Volume 6, Chapter 1, Section 1, subsection 1 of the Federal-aid Highway Program Manual in that:

1. It is located and designed with due consideration for safety and contiguous routes. Further, it conforms to an adopted comprehensive plan comprised of officially adopted bikeway plans of Multnomah and Clackamas Counties and the City of Portland.
2. It would have no significant adverse effect on land use or public works activities.
3. No motor vehicles will be permitted on the bikeway except for maintenance purposes.
4. The bikeway is proposed for approval as an incidental feature of I-205 construction. It is to be constructed concurrently with improvements for motor vehicle traffic, and will lie within the normal rights of way for I-205.
5. The bikeway would be operated and maintained by the State Highway Division, Department of Transportation, as an integral part of I-205.

The I-205 right-of-way presents the most feasible location for a north-south bikeway that will fulfill the objectives of comprehensive bikeway planning undertaken by local governmental agencies. By virtue of this location, the number of conflicts between the bicycle and the automobile will be reduced, thereby giving the bicyclist a safe and efficient facility for commuting and other activities appropriate for this mode of transportation.

Your approval for construction of the bikeway is requested for inclusion in the landscaping contract for this section of I-205.

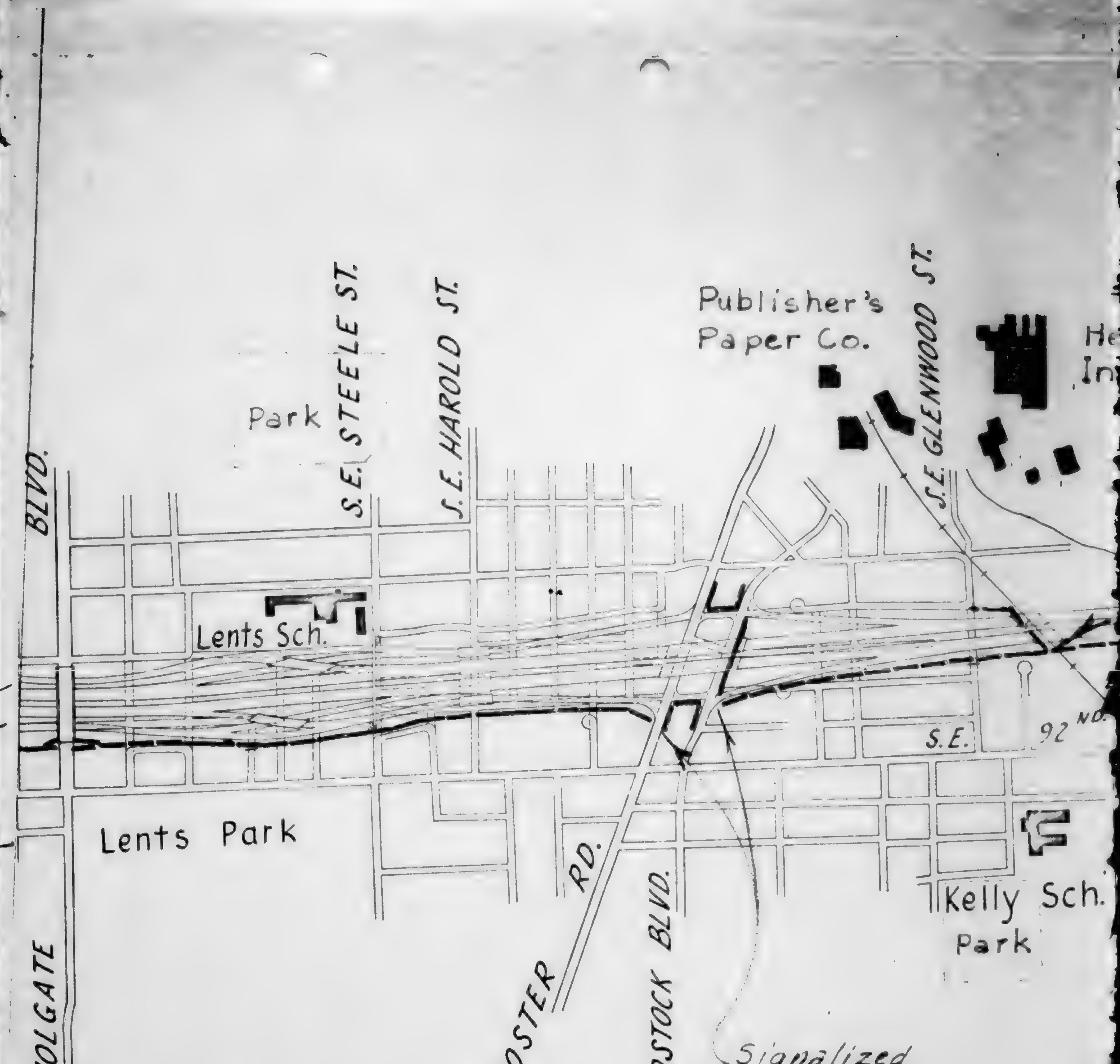
Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
R. N. Bothman
Victor D. Wolfe
H. S. Coulter
L. W. Rulien
J. H. Versteeg

WHT:jp ja

Attachment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S.E. HAROLD ST.
S.E. GLENWOOD ST.
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S.E. 92ND
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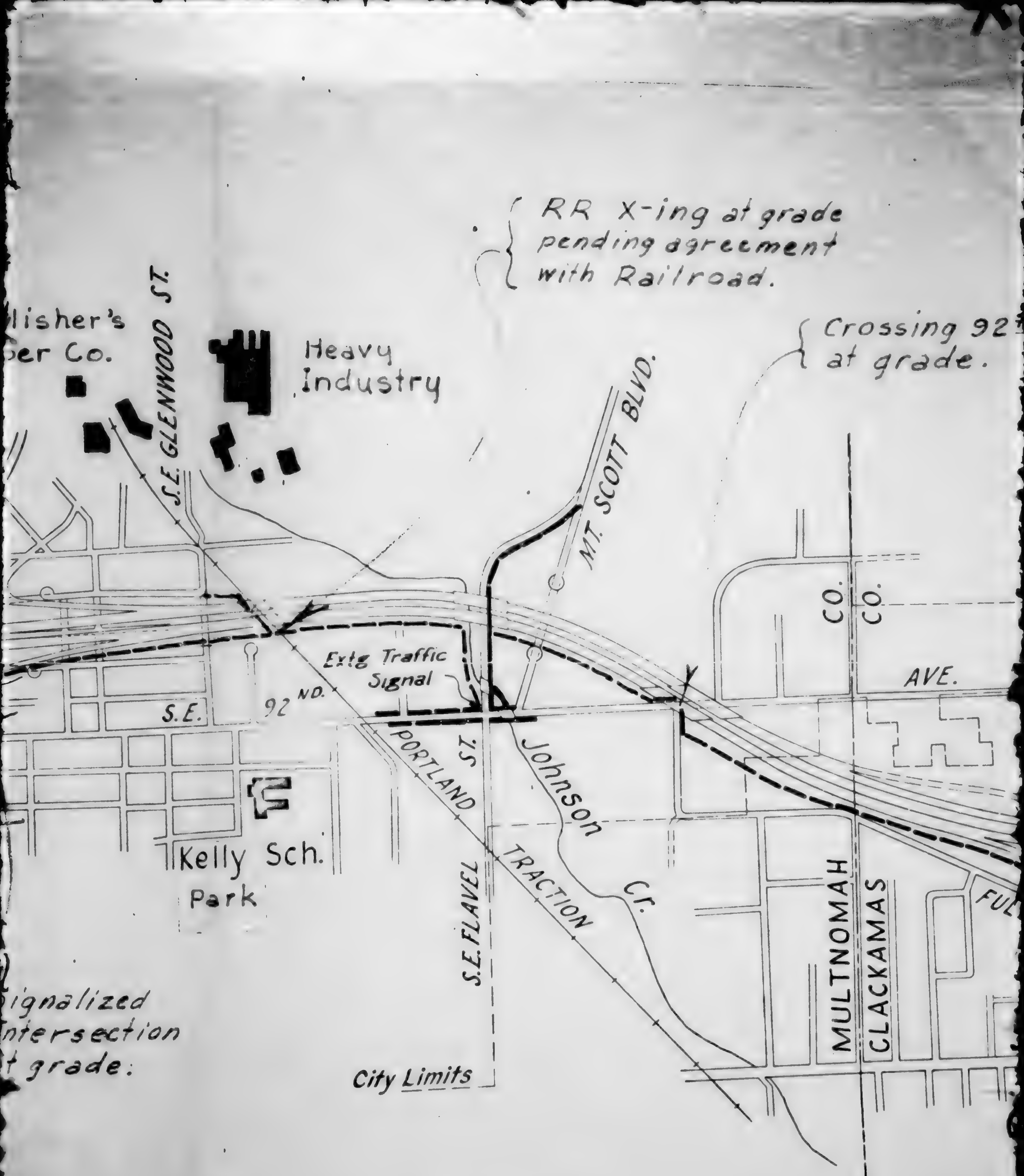
Kelly Sch.
Park
FOSTER RD.
S.E. WOODSTOCK BLVD.
S.E. HOLGATE BLVD.
Signalized Intersection at grade: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Crossing 92nd at grade.
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Heavy Industry
S.E. GLENWOOD ST.
MT. SCOTT BLVD.
CO.
CO.
AVE.
Extg Traffic Signal
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PORTLAND TRACTION
Johnson Cr.
Kelly Sch. Park
S.E. FLAVEL
MULTNOMAH
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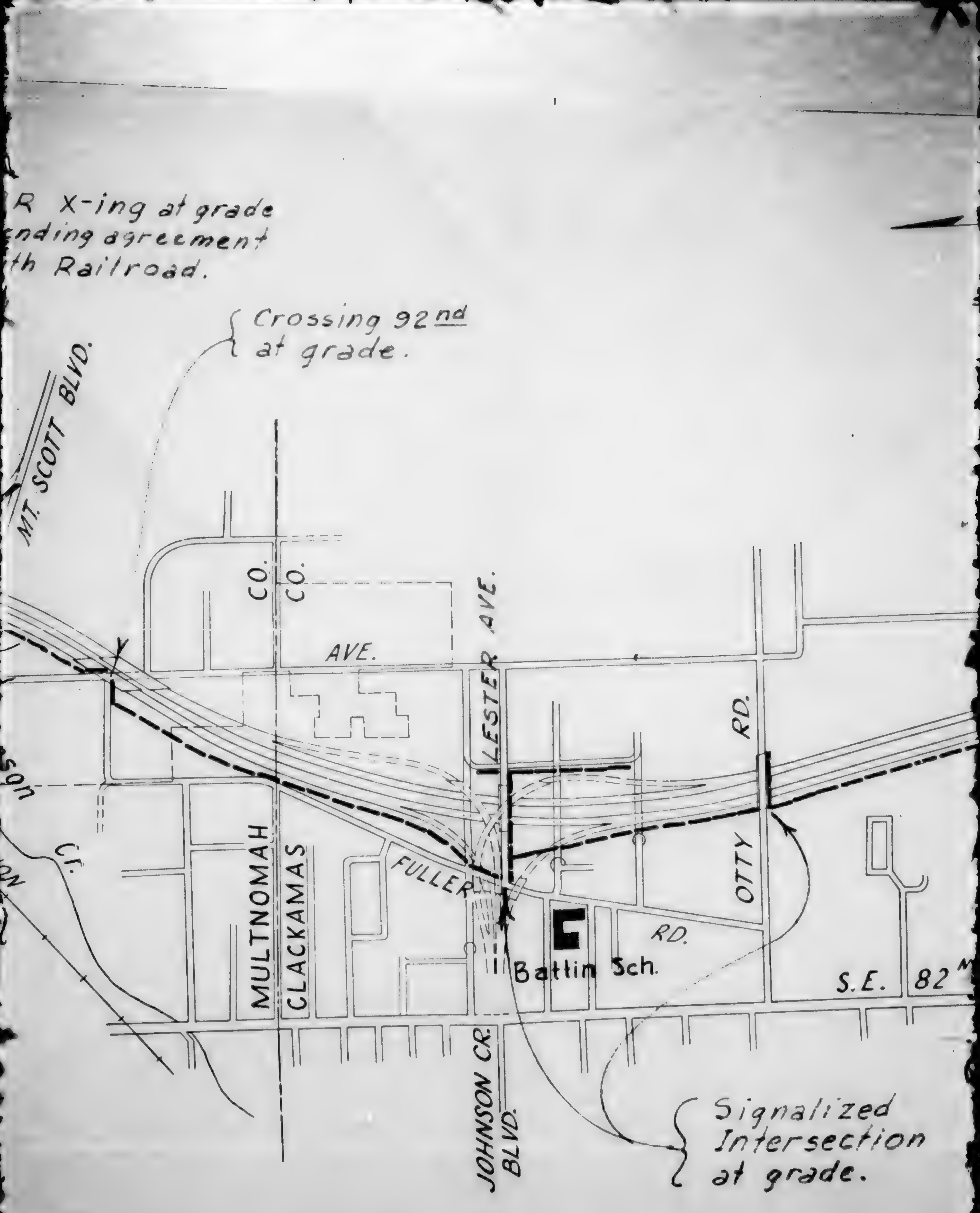
City Limits



R X-ing at grade
ending agreement
th Railroad.

Crossing 92nd at grade.

Signalized Intersection at grade.

MT. SCOTT BLVD.
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RD.
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S.E. 82nd
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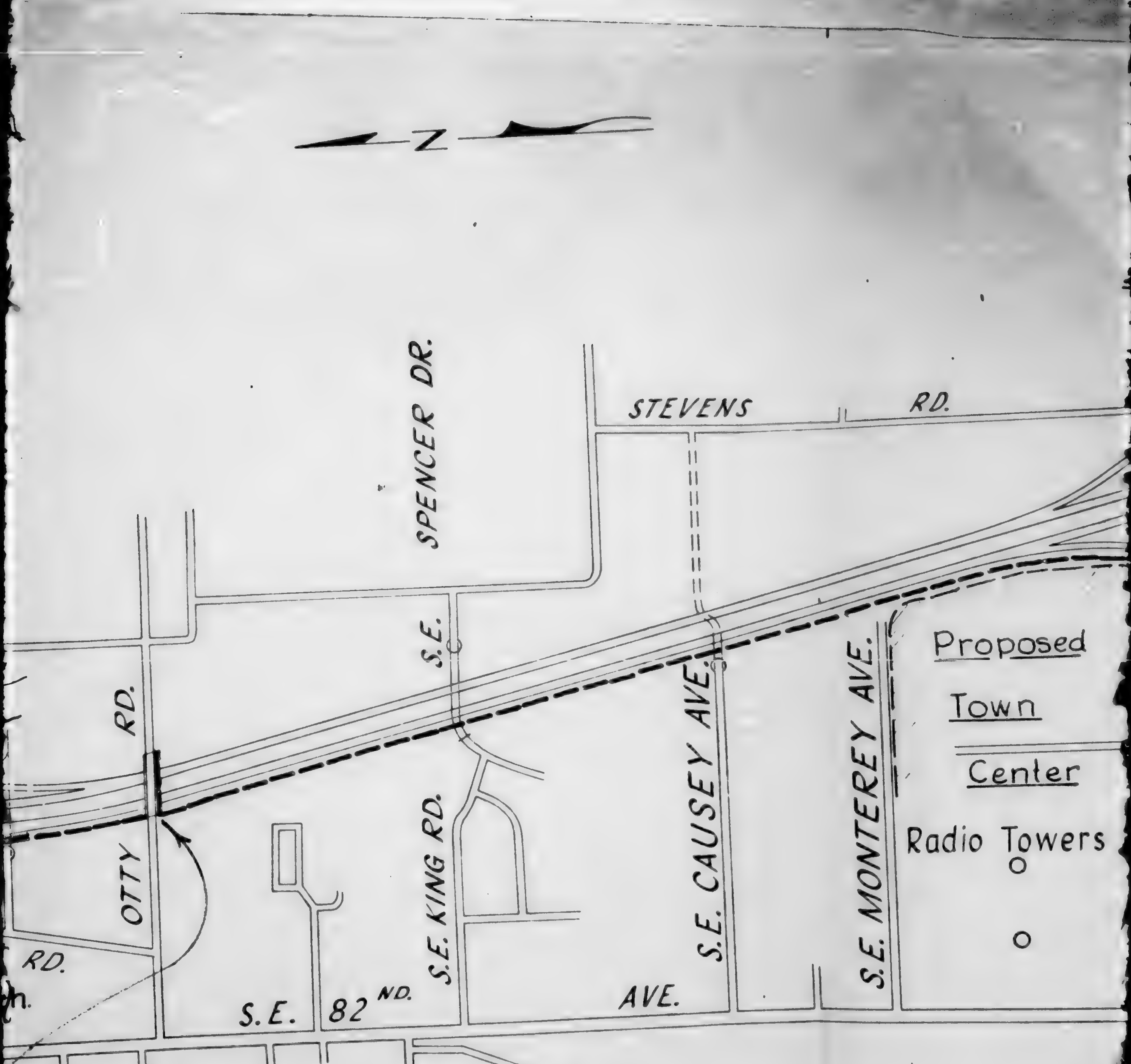
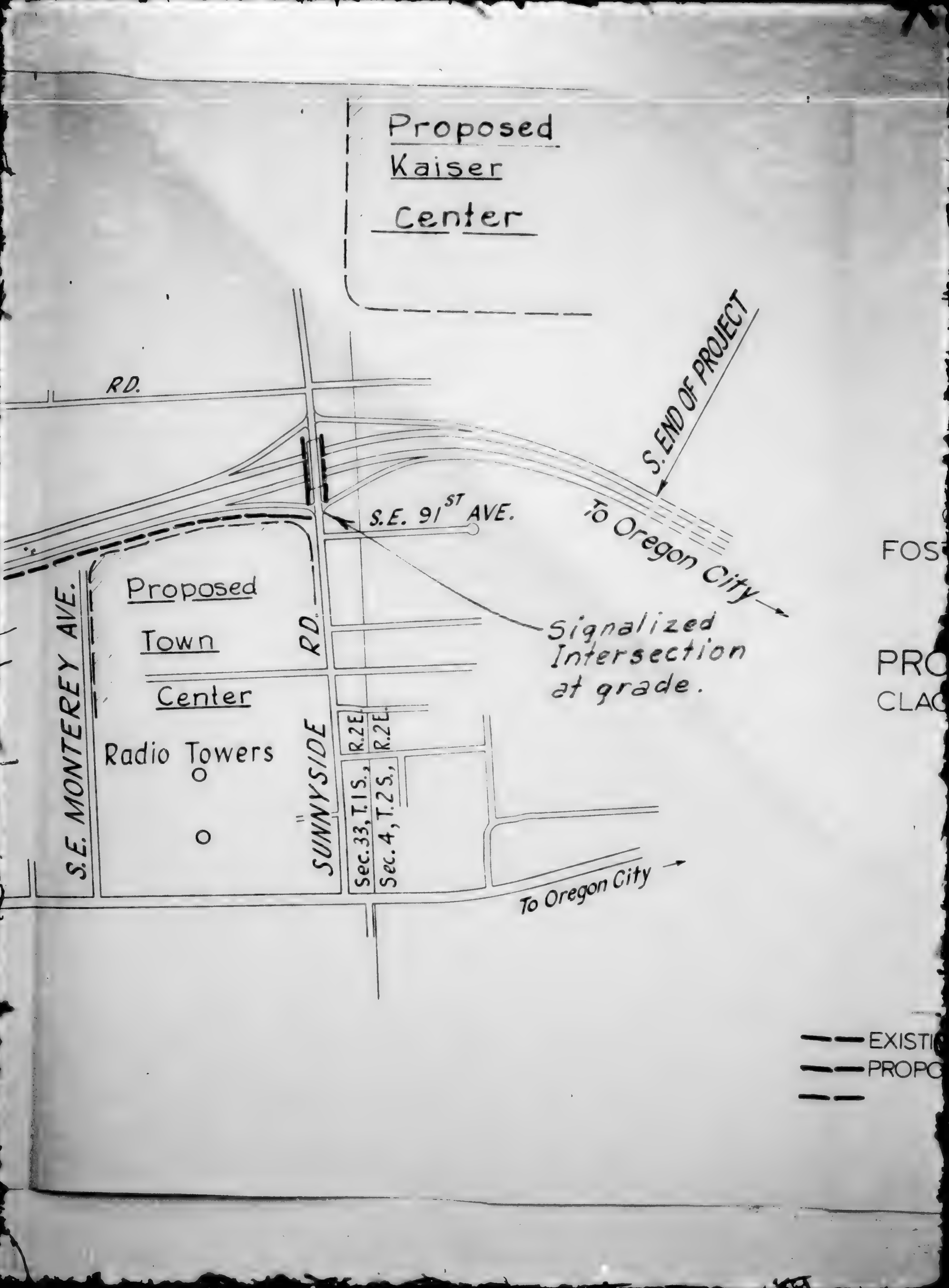

N
STEVENS RD.
SPENCER DR.
S.E. KING RD.
S.E. CAUSEY AVE.
S.E. MONTEREY AVE.
OTTY RD.
RD.
S.E. 82ND AVE.
Proposed Town Center
Radio Towers

Signalized Intersection at grade.


Proposed Kaiser Center
RD.
S. END OF PROJECT
S.E. 91ST AVE.
To Oregon City
Signalized Intersection at grade.
Proposed Town Center
S.E. MONTEREY AVE.
RD.
SUNNYSIDE
Radio Towers
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Sec.4, T.2S.,
To Oregon City
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OREGON STATE HIGHWAY DIVISION
FOSTER ROAD SUNNYSIDE ROAD
EAST PORTLAND FREEWAY

SKETCH MAP
PROPOSED CLASS I BIKEWAY

CLACK. & MULT. CO.'S. NOV. '75

—— EXISTING SIDEWALK/BIKEWAY
—— PROPOSED BIKEWAY
—— BIKEWAY APPROVED 9-17-73
(Columbia R.-Foster Rd.)

8460

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 29, 1974

NOTED
E. S. HUNTER

Mr. Winston W. Kurth
County Engineer
902 Abernethy Road
Oregon City OR 97045

Dear Mr. Kurth:

I appreciated receiving the information supporting the need for extending the proposed bikeway facility along the East Portland Freeway (I-205) from the Foster Road area southerly to the Sunnyside Road Interchange area.

In reviewing the information, the number of jobs created by both the hospital and the proposed Town Center is astounding when you think of a potential 6200 people commuting to one area. We will also evaluate the possibility of extending the bikeway south of Sunnyside Road since the Town Center complex may extend to this area, possibly connecting the 82nd Avenue area with the dense population and schools lying in the southwesterly quadrant of the I-205-82nd Avenue Interchange.

Your information will be of assistance in preparing our request for Federal-aid Interstate funds to construct the bikeway in conjunction with the future paving contract which is tentatively scheduled for a spring letting.

Very truly yours,

JDMcClure
James D. McClure
Bicycle Route Engineer

JDM:mc

bc E. S. Hunter
R. N. Bothman
E. L. Hardt

RECEIVED
OCT 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

October 21, 1974

RECEIVED
OCT 23 1974
LOCATION
SECTION

James McClure
Bicycle Route Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Regarding the justification support that Clackamas County has for the request of a bicycle facility paralleling I-205 from the Multnomah County line to the intersection of Sunnyside Road, please find enclosed the following material:

> Exhibit showing the location of the proposed Town Center outlined in red on an existing zoning map of the particular area in question.

I would also like to inform you that Clackamas County has received a 77 page report regarding the transportation implications of such a town center, as well as a 274 page report covering an environmental assessment statement relating to the proposed Town Center. Since these documents are in a rather short supply, I have taken the liberty of enclosing copies of pages that are supportive of the development of a bicycle pathway to the Sunnyside area.

On the enclosed copy marked "Exhibit 1" you will note the projection of employment that will be created by the proposed shopping center of approximately 4,700 jobs. In addition, the present development of the Kaiser Center, which is located just easterly of the Sunnyside Road interchange, expects to generate the employment of approximately 1,500 people.

The copy marked "Exhibit 2" is a graphical indication of the scope and magnitude of development that is being considered at the Sunnyside Road Interchange.

The copy marked "Exhibit 3" is an indication of the projected 1990 population distribution, assuming the development of the Town Center.

The copy marked "Exhibit 4" indicates the projected daily trips that would be made to the Shopping Center.

I believe you will find all of this material supportive of a proposed high pedestrian and traffic generator at the Sunnyside Road Interchange, and I trust this information will be adequate as justification for the Federal Government to consider the inclusion of a bicycle path parallel to I-205 between Multnomah County and the Sunnyside Interchange.

If you feel complete reports of the environmental assessment and traffic analysis data would be more supportive, I could arrange for you to receive copies of the entire document.

JOHN C. McINTYRE - Director of Public Works
By Winston W. Kurth
WINSTON W. KURTH - County Engineer

/mak

Exhibit 1

3. Clackamas County is a net exporter of workers, primarily to other sections of the Portland SMSA. At present, the job/worker ratio is .71, with 32,200 jobs[77] available to 45,350 workers in June 1973. Thus a large number of workers must travel out of the County for employment.

The exportation of workers in manufacturing and construction is inevitable due to the nature of the jobs. As these jobs continue to represent a diminishing proportion of total employment, their impact on overall employment transportation patterns will be reduced.

The area deficiency in service, technical, and professional job opportunities can be reversed by attracting employment of this kind to the county. Over 3,000 jobs in these categories would be provided in the proposed Town Center and the Kaiser Health Center by 1980.

The simple creation of 4,700 jobs at the Center would have the potential of raising today's job/worker ratio to .81. If the 1,500 jobs at Kaiser Center are also considered, the ratio becomes almost .85. The probable increases in the ratio will be somewhat less than the full potential for three reasons:

1. The availability of new jobs will induce new entrants into the labor force. This is particularly true since secondary workers (largely married women, retired persons and students) are customarily attracted into the labor market when conditions are favorable. Under these assumptions, the major result will be higher family incomes.

2. By the time the Center opens in 1976, the

---

[77] Oregon State Employment Division, Oregon City Office.

Exhibit 2

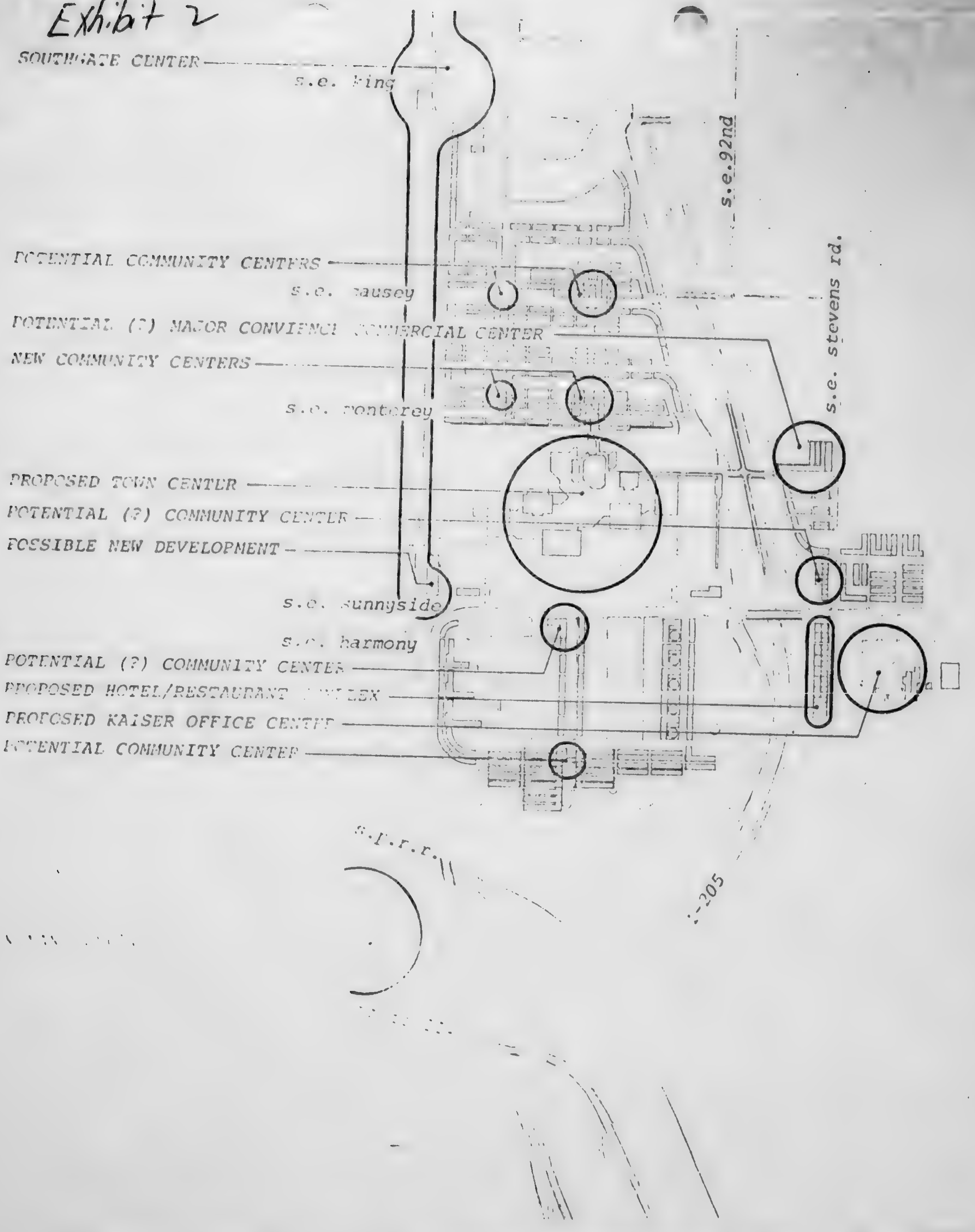

SOUTHGATE CENTER
s.e. king
s.e.92nd
s.e. stevens rd.
POTENTIAL COMMUNITY CENTERS
s.e. causey
POTENTIAL (?) MAJOR CONVIENCE COMMERCIAL CENTER
NEW COMMUNITY CENTERS
s.e. monterey
PROPOSED TOWN CENTER
POTENTIAL (?) COMMUNITY CENTER
POSSIBLE NEW DEVELOPMENT
s.e. sunnyside
s.e. harmony
POTENTIAL (?) COMMUNITY CENTER
PROPOSED HOTEL/RESTAURANT COMPLEX
PROPOSED KAISER OFFICE CENTER
POTENTIAL COMMUNITY CENTER
s.p.r.r.
i-205

FIG.23: EXISTING, PROPOSED AND POTENTIAL COMMERCIAL SITES 1" = 1200'

Exhibit 3

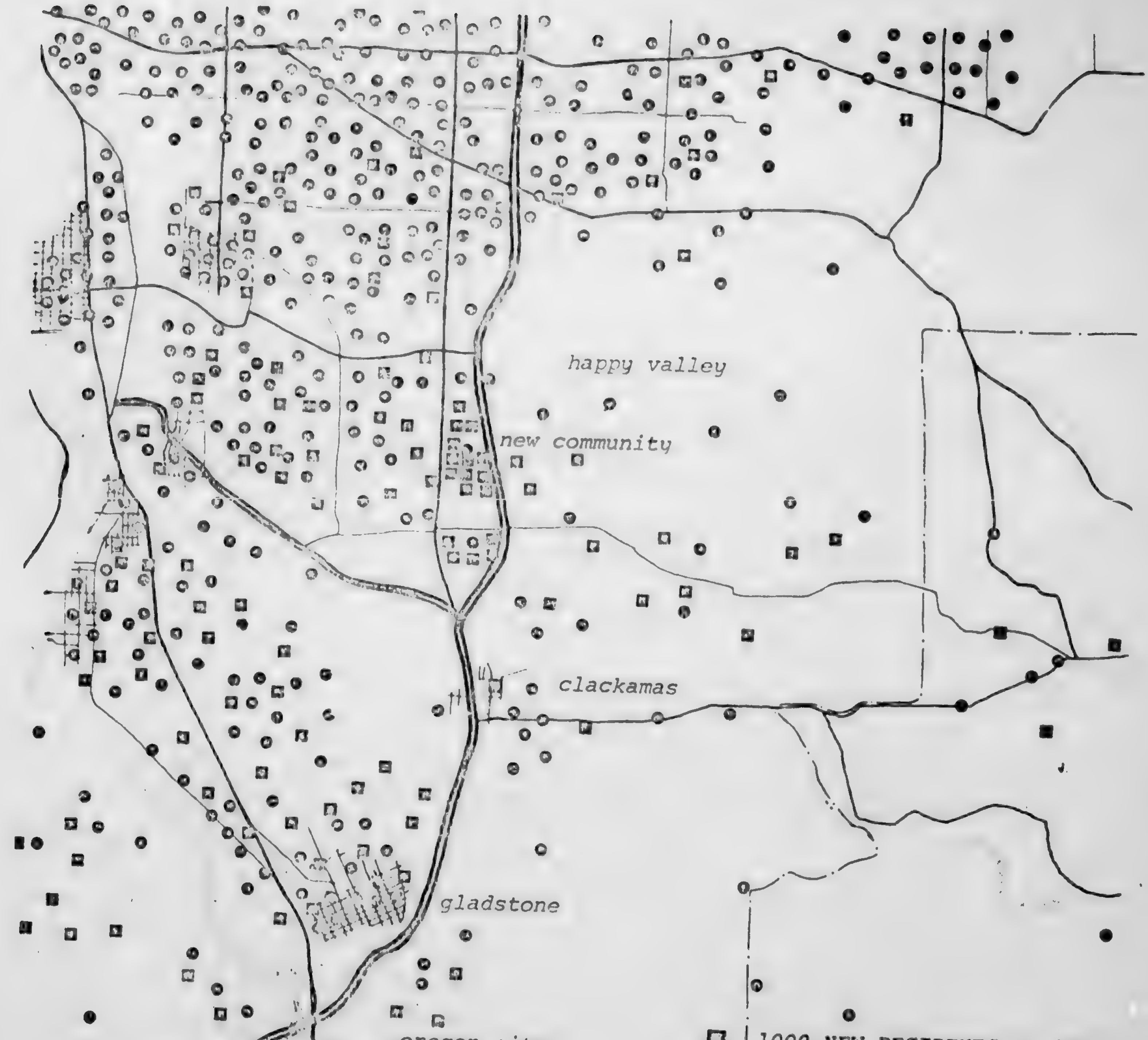

happy valley
new community
clackamas
gladstone
oregon city
▣ 1000 NEW RESIDENTS BY 1990
● 1000 RESIDENTS IN 1970

FIG. 48: PROJECTED 1990 POPULATION DISTRIBUTION ASSUMING DEVELOPMENT OF NEW COMMUNITY PERIPHERAL TO PROPOSED TOWN CENTER

Exhibit 4

1990: As indicated previously, by 1990 the population growth in the shopping center market area shown on Drawing Sheet No. 1 is forecast to increase to a point where additional retail centers could be developed to serve a portion of the market area. Therefore, the market area for the North Clackamas Center was reduced in size for the calculation of 1990 generated trips. It is therefore forecast that the shopping center will attract 26,000 vehicles on an average day for a total of 52,000 daily two-way vehicle trips without any special transit. The total two-way vehicle trip generation by all the uses is as follows:

	Daily Vehicle Trips
Shopping Center	52,000
Community Facilities	700
Theatre	800
Hotel	2,200
Office	2,200
Park-and-ride	2,300
Subtotal	60,200
Reductions by Transit	-6,700
Total	53,500

The daily transit ridership on the dial-a-bus is calculated to be as high as 9,800 daily riders, that is 4,900 coming to the site each day for a reduction of 6,700 daily two-way vehicle trips. See Table A-1 for a more detailed summary.

8460

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 4, 1974

Mr. Winston W. Kurth
Clackamas County Engineer
Department of Public Works
902 Abernethy Road
Oregon City, OR 97045

NOTED
E. S. HUNTER

Dear Mr. Kurth:

Your August 22 letter requesting our consideration of a bikeway along the East Portland Freeway (I-205) from Sunnyside Road northerly to the south Multnomah county line appears to have considerable merit in view of the large developments near Sunnyside Road.

A reconnaissance and justification study will be made for a bikeway along this section of freeway and, if justifiable, we will make a presentation to the Federal Highway Administration for FAI funding.

In order to develop justification for the bikeway, I would appreciate receiving information, if available, in the following areas:

1. Map of land use in the area of the freeway.
2. The County's future plans for developing a bikeway along Sunnyside Road.
3. Are bikeways planned in conjunction with the shopping center development?
4. The approximate number of employees for both the shopping center and the Kaiser Hospital complex.

RECEIVED
SEP 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

My first reaction to a possible location for a bikeway along this freeway would be to place it on the easterly side, thereby serving the maximum number of residential homes in this corridor. Do you have any thoughts along these lines?

I will keep you advised as to the progress of this study, and if your committee has any suggestions for the bikeway it might prove helpful in providing justification.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

James D. McClure
Bicycle Route Engineer

JDM:jp
cc E.S. Hunter
L.W. Rulien
J.H. Versteeg
R.N. Bothman
Ed Hardt
C.T. Keasey

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

August 22, 1974

Mr. James D. McClure
Bicycle Route Engineer
Oregon State Highway Department
Highway Building
Salem, OR 97310

In discussions with Steve Oppenheim from the Columbia Region Association of Governments, it has come to my attention that the Oregon State Highway Department is considering the inclusion of Class I bicycle paths to be contained within the I-205 freeway design from the South Multnomah County line to the Columbia River.

As you may or may not be aware, Clackamas County is presently considering allowing the development of a regional shopping center on property in the northwest quadrant of the Sunnyside I-205 Interchange. If this land use is allowed, this type of development should be the major attraction point for pedestrians as well as bicycle riders. In this regard, I would request that every consideration be given to the inclusion of a bicycle path within the I-205 construction area, at least from the Multnomah County line southerly to the Sunnyside Interchange. If my information is correct and the inclusion of a bicycle path is being considered for the full section route of I-205 in Multnomah County, I certainly feel that the portion I have described in Clackamas County should be included also.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

RECEIVED
AUG 23 1974
LOCATION SECTION

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

8461 Little Dry Cr.-Milton-Freewater Sec. of Ore-Wash. Hwy. (Paving) 1976

cc: State (H. S. Coulter)
Washington, D.C. (HHO-32)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 10-10-78	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. F19(1)
COMPLETION DATE July 7, 1977	ACCEPTANCE DATE BY CONTRACT AGENCY 9-13-77	TIME ELAPSED $\frac{129}{200} = 64.5$ %	CONTRACT TIME 200 CWD
APPROVED EXTENSIONS None	LOCATION Approximately 5 miles south of Milton-Freewater in Umatilla County.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LITTLE DRY CREEK-MILTON-FREEWATER SECTION
OREGON-WASHINGTON HIGHWAY
Paving

This project provided for the paving of approximately 5 miles of the Oregon-Washington Highway. Also included was associated safety improvement work.

The final amount of the original contract items was $327,547.39 or a 0.6 percent overrun of the original contract amount of $325,647.50. The final cost of the project, including engineering, was $369,447.51.

The project has been signed and striped.

All participating work has been completed.

A final inspection of the project was made on July 20, 1977.

RECEIVED
STATE HWY ENGR
OCT 23 '78
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

10-23
[illegible]

COPY SENT
OCT 20 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-20-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8461

9

October 7, 1977

U.S. Fidelity & Guaranty Co.
P. O. Box 3459
Portland, OR 97208

Gentlemen:

A post-final payment for $781.53 will be made to L. W. Vail Co., Inc. on Contract No. 8461 for paving on the Little Dry Creek-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $330,730.52 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc L. W. Vail Co., Inc.
P. O. Box 847
Pasco, WA 99301

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8461-

September 19, 1977

United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

Gentlemen:

On September 14, 1977, we wrote to you concerning release of final payment on Contract No. 8461 awarded to L. W. Vail Co., Inc. for work on the Little Dry Creek-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

Final payment on this contract is $4,988.60 and the total contract amount is $329,948.99. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: L. W. Vail Co., Inc.
P. O. Box 847
Pasco, WA 99301

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

8461 9

NO. 22 FINAL REPORT

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Little Dry Creek - Milton-Freewater

WEEK ENDING: July 9, 1977

SECTION PREFIX: 30-1042

HIGHWAY: Oregon - Washington

COUNTY: Umatilla

NAME OF JOB: Little Dry Creek - Milton-Freewater

KIND OF WORK: Paving

CONTRACTOR: L.W. Vail Co., Inc.

CONTRACT NUMBER: 8461

FEDERAL AID PROJECT NUMBER: F-19(1)

DATE OF CONTRACT: December 22, 1976

DATE WORK STARTED: February 2, 1977

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS work 200

WORK DAYS USED

CALENDAR DAYS USED 113

SPECIFIED COMPLETION DATE: June 8, 1977

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $387,406.72

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $356,687.24

ENGINEERING AUTHORIZATION: $30,719.48

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $361,144.00

ENGINEERING COST TO DATE: $27,897.10

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

DATE PROJECT WAS COMPLETED: 7/7/77

ESTIMATED PERCENT: OVERRUN UNDERRUN 1.2 %

PERCENT OF AUTHORIZATION 90.8 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. 100 %	MAT'L. PROD		
			BORROW EXCAVATION	AGGREGATE SHOULDERS	PAVING	ADJUST GUARDRAIL	CONSTRUCT GUARDRAIL
MILES IN PROJECT			5.12	5.12	5.12	5.12	5.12
MILES PARTIALLY COMPLETED							
MILES COMPLETED			5.12	5.12	5.12	5.12	5.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1,010.0 C.Y.	2,400.00Ton	19,300.00Ton	4,825.0 L.F.	2,150.0 L.
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY				1		1	
HOURS PER SHIFT				8		8	

EQUIPMENT USED DURING THE WEEK: 1 truck a loader and hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	3	Fair and cool	1		
MONDAY	4	all this week	1		
TUESDAY	5	with the temp.	1		
WEDNESDAY	6	in the mid 70's.	1		
THURSDAY	7		1		Work completed today.
FRIDAY	8		0		
SATURDAY	9		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUL 11 1977
CONSTRUCTION SECTION
Richards
Glenn
Berg

No. 22 FINAL REPORT

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3	No Activity by the Contractor.
MONDAY 4	Holiday. No Activity by the contractor.
TUESDAY 5	No activity.
WEDNESDAY 6	No Activity.
THURSDAY 7	The Contractor finished placing the remainder of the shoulder aggregate. Did some work on guard rail. Did some hand work on the shoulder rock in the area of the guard rail. And some general clean up work.
FRIDAY 8	Work has been completed on all of the Contract Bid Items. No Activity by the contractor.
SATURDAY 9	There is to be no activity by the Contractor.

REMARKS

The remaining work was completed last Thursday.

W.C. Ferguson Resident Engineer by:

Engineering This Week: $ 120.73

SIGNED John H. Ricker LOCATION Pendleton

Ass't. Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9-61.

1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

cc: OSHD (E SHunter)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon	
DATE OF INSPECTION 2-22-77	INSPECTION MADE BY R. A. Nichols, Area Engr.		PROJECT NO. F 19(1)	
IN COMPANY WITH Dale Allen, Regional Const. Engr. & W. E. Ferguson, Res. Engr., OSHD				
LOCATION Project begins at a junction with Winn Road about 5 miles south of Milton-Freewater and proceeds northerly to a junction with Walla Walla River Roda in Milton-Freewater.				
CONTRACTOR NAME AND ADDRESS L. W. Vail Co., Inc. Pasco, WASH.				
AWARD DATE 12-22-76	CONTRACT AMOUNT $325,647.50	TIME ALLOWED 200 CWD	TIME STARTED 3-1-77	WORK STARTED 2-2-77
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 0	WORK COMPLETED 1	

REMARKS

LITTLE DRY CREEK-MILTON-FREEWATER Sec.
OREGON-WASHINGTON HWY.

RECEIVED
STATE HWY ENGR
MAR 14'77
REFER TO
Keasey
FOR
Info | Inves | R/O | D/R | Sum | Act | File

Purpose of Inspection:

The purpose was to get acquainted with the project.

Work in Progress: None.

Work Completed:

The contractor chose to obtain his rock for crushed aggregate from a State source shown on the plans. The plan shows in what sequence the pit is tobe worked. The drilling subcontractor has drilled and shot the rock in the designated area No. 1.

Comments:

The asphalt surface on this road was showing signs of distress so the primary purpose of this project was to strengthen the road and restore the integrity of the surface by means of a 1½" overlay preceded by a leveling course.

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

There are nine runs of guardrail with 12'-6" post spacings and with ends that do not meet present safety criteria. They are going to adjust the height of the present guardrail but are not going to place additional posts to give the existing rail additional strength. They are adding rail or revising the ends of the rails to provide 6'-3" post spacing, the latest in accepted design of flared rail, and will install guardrail anchors. When asked why they didn't provide for 6'-3" post spacing, they said they had considered it but there had been so few accidents involving the guardrail that they didn't think it was warranted.

There are also sharp V ditches in most of the cut sections and there is no provision to flatten these or the steep fill slopes on the few shoulder fills. Due to the tightness of money at this time, they chose not to flatten these slopes and thereby keep the costs of the project down.

Form A-103 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 8461

APPLYING TO CONTRACT PROJECTS

Order No. 1 REVISED

Section Little Dry Creek - Milton-Freewater

Date January 28 1977

Highway Oregon - Washington

F.A.P. No. F19(1)

County Umatilla

Prefix 30-1042

Account No. 210-02

Description of Work To Be Done:

State to furnish Guardrail Materials.

[illegible] 2-2-77

Location by Station Numbers: Entire Project

5.12 Miles

Estimate of Quantities and Costs:

~~Lump Sum $1,680.00~~

GUARDRAIL BLOCKS	300 EA	$1.59	$477.00
GUARDRAIL POSTS	163 EA	$6.59	$1073.00
GUARDRAIL MEMBERS	350 LF	$0.37	$130.00

Explanation: State is to furnish all Guardrail Materials for this project, which is approx. 2,153 Lin. Ft. Authorization provided for in the anticipated Items. Standard Specifications for Highway Construction -1974.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $387,406.72

Present estimate of project cost, including $ 1,680.00 for work under this order $387,406.72

Expected under-run / over-run (amount) . . . . . . $ -0-

Expected under-run / over-run (per cent) . . . . . . -0-

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: Construction Engineer

2-2-77

8461

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-98	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1 24 77	State Oregon County Umatilla Project No. F-19(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Little Dry Creek - Milton Freewater

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11/23/76	5.118
OTHER *(Specify)*		

FUNDS Pro rata 85.80%

ESTIMATED TOTAL COST OF PROJECT $ 379,462.00	FEDERAL FUNDS $ 325,578.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By Ed Hunter
Deputy State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator JAN 24 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, January 6, 1977

FEDERAL AID PROJECT
NO. F-19(1)

Little Dry Creek-Milton-Freewater
Oregon-Washington Highway
Umatilla County

Project agreement estimate.

Type Code 6201
Roadway (Sta. 1141+00 thru EQ. 1150+62.51 bk = 1197+25.10 ah. thru EQ. 1446+91.64 bk = 16+44.46 to Sta. 27+40)

Mobilization	All Required		$ 23,300.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	350 sq. ft.	6.00	2,100.00
Flagmen	240 hour	15.00	3,600.00
Pilot Car	80 Hour	20.00	1,600.00
Removal of Structures and Obstructions	All Required		1,500.00
Borrow Excavation	1,010 cu. yd.	4.50	4,545.00
Trench Excavation	60 cu. yd.	15.00	900.00
Watering	50 M. Gal.	6.00	600.00
Aggregate Shoulders	2,400 Ton	4.95	11,880.00
Class "C" Asphalt Concrete Mixture	12,450 Ton	7.15	89,017.50
Class "C" Asphalt Concrete Mixture in Leveling	6,850 Ton	7.15	48,977.50
Asphalt Cement in Mixture	1,220 Ton	83,50	101,870.00
Asphalt in Tack Coat	30 Ton	140.00	4,200.00
12-inch Culvert Pipe	360 Lin. Ft.	20.00	7,200.00
Adjust Guardrail	4,825 Lin. Ft.	.90	4,342.50
Guardrail, Type 2A	2,150 Lin. Ft.	2.30	4,945.00
Guardrail Anchors, Type 1	12 each	240.00	2,880.00
Guradrail Anchors, Type 2	3 each	280.00	840.00
Rail End, Pieces, Type B	1 each	55.00	55.00
Rail End Pieces Type C	12 each	100.00	1,200.00
Extra for Asphalt Approaches	27 each	85.00	2,295.00
Delineators	150 each	14.00	2,100.00
			$325,647.50

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 3,000.00
Stage Construction Striping (S.F.)	All Required	1,000.00

Temporary Erosion Control (E.W.)	All Required	2,000.00
Haul and Furnish Guardrail Materials (S.F.)	All Required	2,680.00
		$ 8,680.00
	Subtotal	$334,327.50
	Engineering	45,134.50
	TOTAL	$379,462.00

Length of Project . . . . 5.118 miles
Cost of Roadway per mile $74,142.63

Work Retained in Program Status
(Not included in totals below)

Permanent Signing (S.F.)	All Required	$ 5,000.00
Federal Funds (85.80%)		$325,578.00
State Funds		53,884.00
	TOTAL	$379,462.00

Group 1 - 100%

Contract No.

Prefix 30-1042

Little Dry Creek-Milton-Freewater
Nonparticipating - State work

State Responsibility for Damages	All Required	$ 2,000.00

8461 [illegible] 15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-19(1)

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Umatilla

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

ITEM NO. 70103

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 4 '76
REFER TO
FOR

DATE PS&E APPROVED 11-23-76

DATE AUTHORIZATION EFFECTIVE 11-23-76

FEDERAL ROUTE NUMBER Primary 19

STATE ROUTE NUMBER Primary 8

GENERAL LOCATION:

"Little Dry Creek - Milton-Freewater Section"

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:

Pavement and guardrail Code 6201, miles 5.12

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
Perm. pavement striping (SF) 3,000
Stage const. striping (SF) 1,000
Temp. erosion control (E.W) 2,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's November 22, 1976, request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $447,857 - Federal funds $384,261.

A signed title sheet is returned herewith.

DATE 11-29-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8461 ⁄3

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 17, 1976

In reply refer to: 1041A.5

SUBJECT: Little Dry Creek-Milton/Freewater
Oregon-Washington Highway
Umatilla County

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We concur that it is in the public interest for the State to furnish the following items on the subject section:

State Furnished Guardrail" Blocks	300 ea.	$1.59	$477.00
State Furnished Guardrail Posts	163 ea.	$6.59	$1,073.00
State Furnished Guardrail Members	350 lin. ft.	$0.37	$130.00

for G. L. Green

RECEIVED
STATE HWY ENGR
NOV 19 '76
REFER TO
FOR

NOTED
E. S. HUNTER
cc [illegible]
Rulien
Pat Schwartz
11-22-76

8461 9

November 15, 1976

G. L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97303

Dear Mr. Green:

Re: Little Dry Creek-Milton/Freewater
Oregon-Washington Highway
Umatilla County

We are requesting a public interest finding in the state furnishing the following items on the subject section:

State Furnished Guardrail Blocks	300 ea.	$1.59	$477.00
State Furnished Guardrail Posts	163 ea.	$6.59	$1,073.00
State Furnished Guardrail Members	350 lin. ft.	$0.37	$130.00

This material has been purchased from previous projects. The posts and blocks are in the Foothills Blvd. maintenance site and the rail members are at Meacham. Credits have been made to previous projects and charges will be made to the subject project at the above listed amounts. The State Maintenance forces will deliver the above items and stockpile them at the State owned prospective material source.

The contract specifications will require the contractor to use these materials and require him to furnish new bolts, washers, nuts, splice bolts, etc.

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
NOV 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

The above has been discussed by telephone and tentatively approved by Mr. Valach of the F.H.W.A.

We feel it is in the public interest to use these products to conserve State funds previously expended as well as conserving energy by using previously produced materials.

Very truly yours,
ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DOC:az
cc: L. W. Rulien
C. T. Keasey
D. H. Moehring
C. G. Swenson
D. E. Swan
L. K. Watson

.8461

ALL CLEAR 11/15/76
Donald L Rout

ENVIRONMENTAL REVIEW

Section Little Dry Cr. - Milton Freewater
Highway Oregon-Washington
County Umatilla Region
Type of Work Overlay
Funds

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐ No apparent problems.

DIVISION OF STATE LANDS: None

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Yes - applic made - prior mined - anticipate no problems.

FISH & WILDLIFE COMMISSION: ~~Thru DSL~~ N/A

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise: All Clear, no study required. Ltr 11-10-76

OTHER: Archaeological: All Clear, ltr. 11-8-76
Historical: " " " " "

846 15

GENERAL FILES

PRO 6-2

November 9, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 70103
Project No. F-19(1)
Little Dry Creek-Milton-Freewater Section
Umatilla County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on December 16, 1976.

This is the first authorization request becasue the P.E. phase of work is being done with State funds and no additional Right-of-Way is required.

DRH:dpy

Attachment

cc: W. E. Schwartz (Region 5)
D. E. Swan

8461 8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 19, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: Little Dry Creek-
Milton-Freewater Section
Oregon-Washington Highway
Umatilla County

The guardrail on this section was installed by a contract awarded in December, 1961. The standard post length, at that time, was 6'-3-1/2" and the top was beveled at 10°. Today's posts are 6'-0" minimum and the top is square. Dale Allen told me, this date, that the posts are still in good condition and there should be no problems during the raising operations.

The ADT for this section is 4,000. The existing guardrail is used on fills at an average height of 20' to 30', except for one fill approximately 50' high, and approximately 300' long. According to Dale Allen, the existing guardrail has been adequate and maintenance has been minimal. After review of the existing fill heights, it has been determined that the existing guardrail at the 50' fill will be replaced with Type 2A. The cost of this replacement is $2,666 and increases estimate #2 to $492,842.

LKW:az
cc: W. E. Schwartz
L. K. Watson

1 Versteeg ✓
3 Olson
Christensen
Scott
2 Swenson
Savage
Trout

RECEIVED
OCT 19 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring up
Other

8461 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 7, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Little Dry Creek-Milton/Freewater Sec.
Oregon-Washington Highway
Umatilla County

Contract plans are being prepared on this section for an overlay. There is 6,675 Lin. Ft. of painted guardrail, without blocks, and with 12'-6" post spacing. Three proposals, with estimates, are being presented. Each proposal is for an overlay, but with various guardrail treatments.

Please review the following alternatives and give us your recommendation.

ESTIMATE NO. 1: Overlay, Remove Guardrail, Construct Type 2A Guardrail, Flares and Anchors.

Mobilization, Lab, Etc.	$ 30,900
Temporary Protection & Direction & Flagging	8,080
Guardrail	67,950
Grading & Drainage	18,478
Paving	340,811
Extra Work (Striping & Permanent Signing)	4,400
	$470,619
12-1/2% E & C	58,827
	$529,446

Duane 10-11-76

Use alternate #2
ESH

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ESTIMATE NO. 2: Overlay, Raise Existing Guardrail, Strip Paint, Construct Guardrail, Flares and Anchors.

Mobilization, Lab, Etc.	$ 28,800	
Temporary Protection & Direction & Flagging	8,080	
Guardrail	32,663	
Grading & Drainage	18,478	
Paving	340,811	
Extra Work (Striping & Permanent Signing)	4,400	
	$433,232	
12-1/2% E & C	54,154	
	$487,386	12-1/2%

ESTIMATE NO. 3: Overlay, Replace End Pieces on Existing Guardrail.

Mobilization, Lab, Etc.	$ 26,055
Temporary Protection & Direction & Flagging	8,080
Guardrail	1,515
Grading & Drainage	10,380
Paving	338,506
Extra Work (Striping & Permanent Signing)	4,400
	$388,936
12-1/2% E & C	48,617
	$437,553

Programming has assured us that adequate FA funds are available for the overlay and complete upgrading of the guardrail.

DOC:az
cc: L. W. Rulien
F. E. Terpin
W. E. Schwartz
C. G. Swenson
L. K. Watson

7/121

STATE OF OREGON

INTEROFFICE MEMO

PRO 4-3

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: August 9, 1976

FROM: L. [illegible]
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Little Dry Cr. - Milton-Freewater Sect.
Oregon-Washington Hwy.
Umatilla County

Versteeg
Olson
Christensen
Scott
Swenson
Savage
[✓ Trout]

RECEIVED
AUG 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 8-11-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald
Region 5 Geologist: Vernal Moore

RECEIVED
STATE HWY ENGR
AUG 10 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: August 4, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project PF-170(-)
Little Dry Cr.-Milton Freewater
Oregon-Washington Hwy.
Project Assessment UMATILLA CO

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's July 22, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappen
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Jim Kennedy, Reg Env)

PROJECT MANAGEMENT
AUG -9 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter

RECEIVED
STATE HWY ENGR
AUG 9 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BEN GIFFORD

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

non-major
CATEGORY
3 PROJECT

RF-170(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 20, 1976

Section Little Dry Creek-Milton Freewater

Unit (if appl)

County Umatilla

City

Highway Oregon-Washington

State Hwy. No. 8

Termini: M.P.(if appl) 21.75-26.86

Length 5.11 miles

Region 5

Construction Estimate
Program Amount

B. Purpose of Project: To overlay a rapidly deteriorating section of highway with asphalt concrete. The project would also include a minor amount of signing and guardrail installation. Existing highway cuts may be shaped to minimize rock-fall on the roadway.

C. Origin & History of Project: Routine inspections underscore the necessity of upgrading this section. The highway receives heavy use from truck and automobile traffic. Deteriorating pavement and rock rolling on the highway constitute a serious safety hazard.

D. General Description of Project: The project commences at 0.08 miles west of Little Dry Creek and continues along the existing alignment to MP 26.86. MP 26.86 is the end of tne two-lane section. The proposal includes a 2-inch asphalt overlay, minor signing, guardrail, and possible shaping of rock cuts.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. ____ ; Shldrs. X ; Parking ____

Proposed: No. Lanes ____ ; Med. ____ ; Shldrs. ____ ; Parking ____

Traffic: Existing Facility: Existing ADT 4000 ; Projected ADT ____ ; Yr. 1975

Existing Level of Service ____

Proposed Facility: Projected ADT ____ ; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels ______

Acres N/A; Type of Relocation Req. N/A; No. N/A

Materials Source, Borrow, Waste Disposal Requirements, if any:

Nearby commercial rock sources are available.

Type of Structure(s):

None.

Brief Description of River or Stream and Type of Involvement, if any:

None involved.

Local City, County or COG priorities of project:

No specific priority assigned.

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

No alternatives. Scope of project is limited.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located on the arid Blue Mountain slope near the community of Milton-Freewater. Average annual precipitation is about 13 inches, most of which occurs during the winter months. Natural grassland vegetation has been replaced by cultivated crops, particularly wheat. Local topography is that of a rolling upland, deeply incised in places by intermittent streams. Soils are loessal; varying in thickness from a few inches to several feet. Underlying bedrock is basalt belonging to the Columbia River formation (Miocene). Wildlife habitat includes cultivated fields and brush-lined stream courses. Game birds such as pheasant are abundant. There are no perennial streams within the project area. Environmental quality is high.

2. Cultural:

The project is within a well-known wheat producing region. Cultivated land abuts the existing highway where topography permits. A large cattle feed lot is located just beyond the project's terminus. Highway 8 provides a link between Walla Walla Valley communities, Interstate 80 North and the agricultural communities of northeastern Oregon. It also provides ready access to the forested Blue Mountains. The highway is extensively used by recreation and resource oriented traffic. Although statistics related to traffic mix have not been generated recently, truck traffic is noticeably heavy.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No additional right-of-way is required.

2. Estimated Impact on Traffic Patterns:

No significant impacts are anticipated.

Consequences--Air Quality, Noise, Safety, etc.:

No significant consequences.

3. Estimated Impact on Land Use:

No significant impacts.

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

None anticipated.

Consequences:

N/A

5. Expected Impact on Cultural and Scenic Resources:

No significant impacts are anticipated.

Consequences:

N/A

6. Preliminary Identification of Areas of Critical Concern:

No areas of critical concern have been identified.

7. Potential for Controversial Issues:

None anticipated.

8. Potential for Consistency of Proposal With: No inconsistencies.

a. Clean Air Implementation Plans

b. Noise Standards

This project determined to be unrelated to traffic noise increase; hence, no noise study report as per FHPM 7-7-3 will be required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

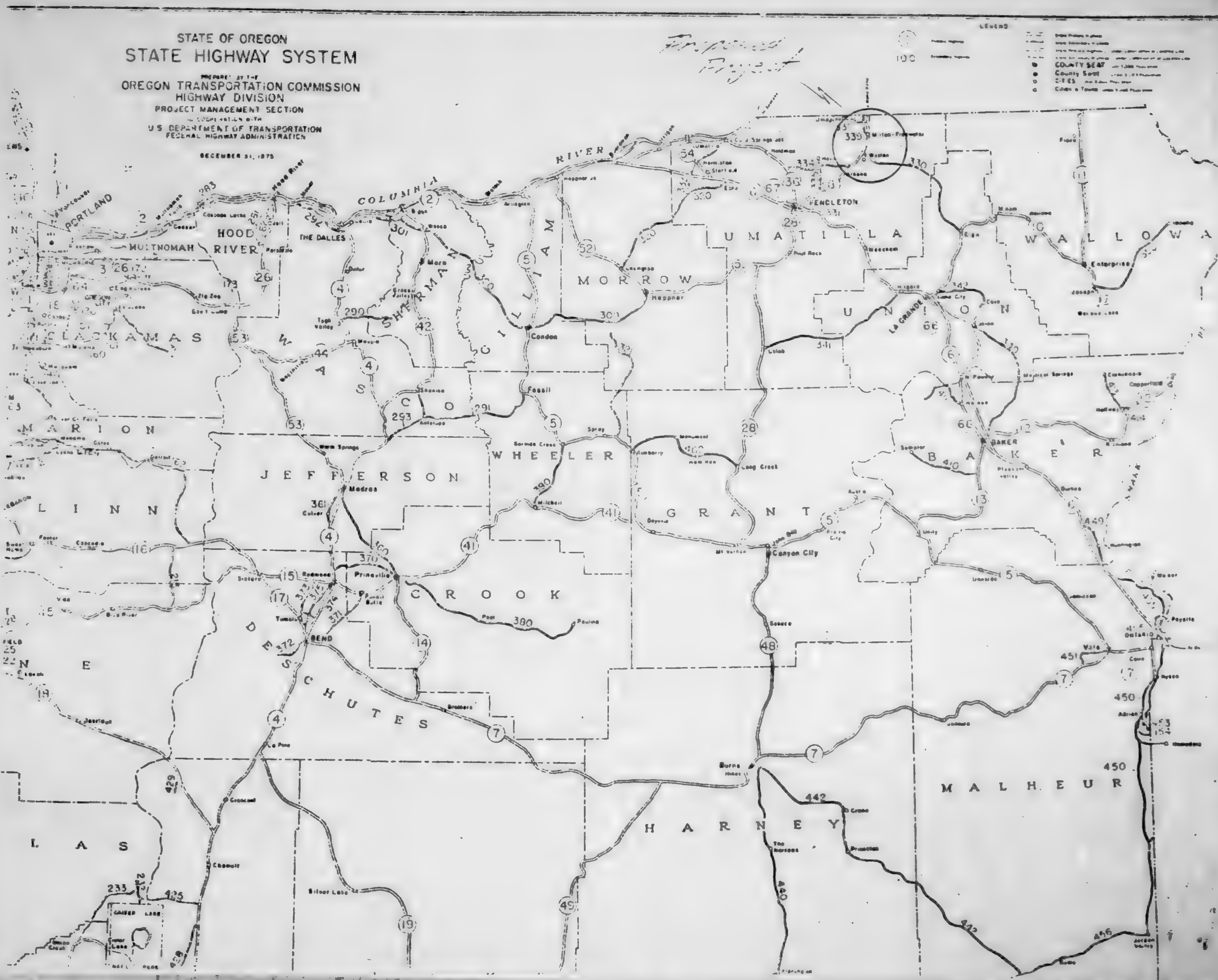
C. Recommended Type of Action and Documentation:

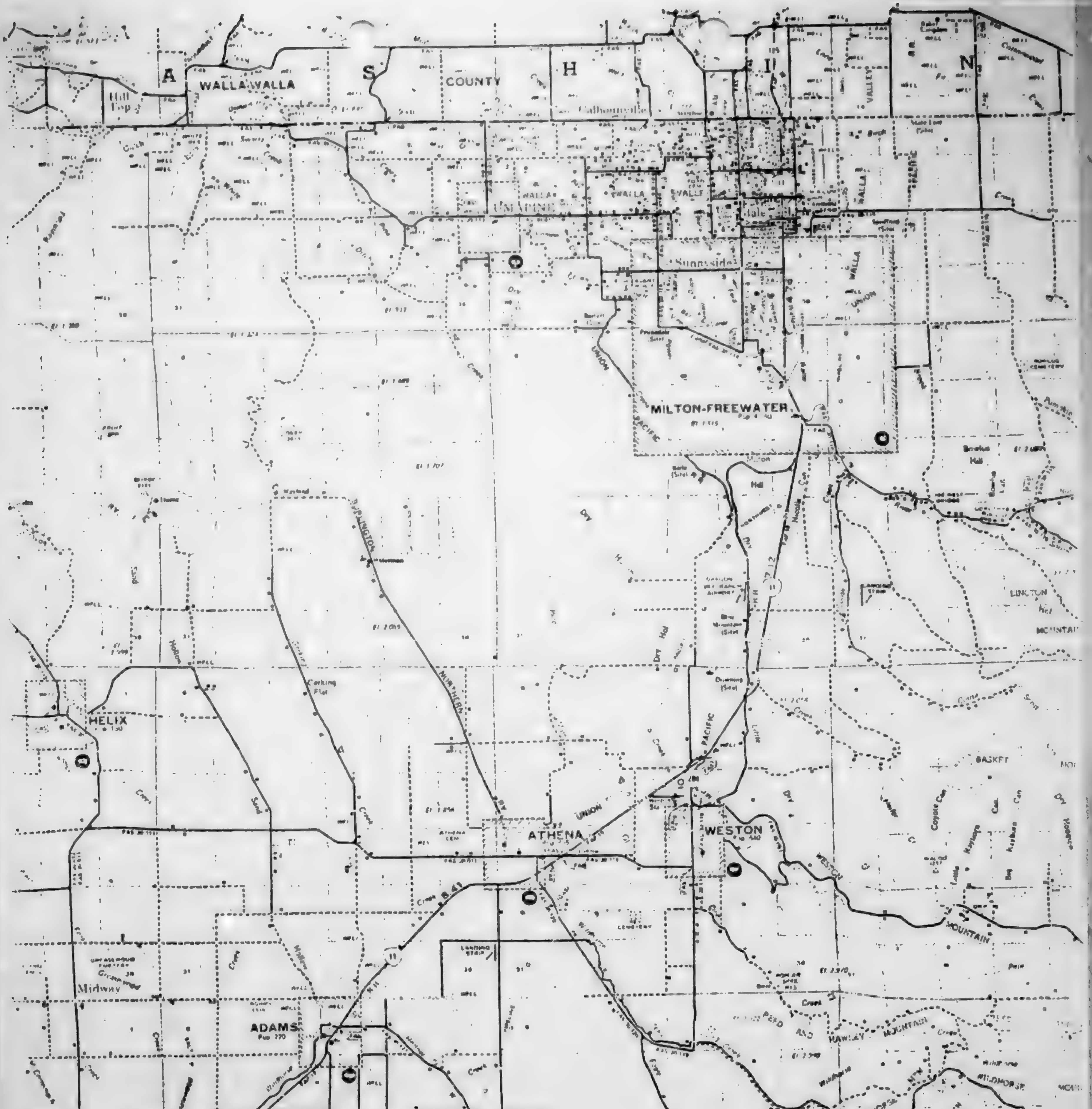
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Limited scope of project. No additional right-of-way required.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

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MOUNTAIN
BASKET
Midway
ADAMS
PEND
HAWLEY
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INDIAN
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RESERVATION
RIVER
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UMATILLA
LINCTON
MOUNTAIN
12.04
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8461

13

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

DATE: August 4, 1976

In reply refer to: 1041A.5

SUBJECT: Oregon Project RF-170(-)
Little Dry Cr.-Milton Freewater
Oregon-Washington Hwy.
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Pulien's July 22, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappen
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Jim Kennedy, Reg Env)

RECEIVED
STATE HWY ENGR
AUG 9 '76
REFER TO
Pulien
FOR
Info	Inves	R/D	D/R	Sign	Act	File
					✓	

8462 S. Banfield Int.-S.E. Yamhill 1976
St. Sec. of E. Ptld. Hwy.
(Sewer tunnel) #2

R. R. 771 10-26-77, 12-7-76
C. A 4607 5-20-76

STATE OF OREGON

ROAD DESIGN SECTION 378-6558
DEPT. TELEPHONE

INTEROFFICE MEMO

TO: ~~R. N. Bothman~~, Administrator
~~Metro~~
[illegible]

DATE. Sept. 13, 1979

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Storm Drainage
Columbia Blvd. Interchange
East Portland Freeway (I205)
Multnomah County

ROUTED
[illegible] HUNTER

In November, 1972, the present plan for handling the drainage at Columbia Boulevard was developed and discussed with representatives of the Corps of Engineers, DEQ, Port of Portland, Multnomah County, and Drainage District No. 1. Attached is a copy of the file data on the subject. This data indicates that the only water that would enter Columbia Slough from the interchange area would be that which would exceed a two-year storm. Pumps would put the first 35 cfs into the trunk sewer. At the time, there was talk of developing the Slough as a recreational corridor, with foot paths, canoeing, etc., and presumably the plan to pump the majority of the water from the interchange area was based on this.

We are presently putting the final design together and it would be appropriate to review this plan to verify that the concept is still necessary and also whether it would be possible to reduce the maximum pumping level and increase the flow into the Slough.

I can find no background on why we used a two-year storm as a control, but I believe it was based on what Frank Hall thought was possible to "sell".

Our current studies show that the present plan would require three pumps of 100 H.P. each to handle 35 cfs (about 16,000 gallons per minute) at peak flow. The bill for the power actually used by the pumps would be negligible, but the "demand" charge would be up to $300 per month.

I don't believe that the quantity of water that we might put into the Slough from this interchange area is any particular problem to

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TECHNICAL SERVICES
SEP 13 '79
REFER TO
FOR

Info	Invest	R/C	D/R	Sign	Act	File

Drainage District 1 from the standpoint of their pumping capacity, but that may not be the case. Also, pages 33 and 34 of the EIS (copies attached) show the Slough is already "highly enriched," so people may no longer be as concerned about the quality of additional water entering it. Note that ten existing storm sewers dump into the Slough and two more are proposed.

It would seem desirable to discuss this informally with representatives of the Drainage District and others in an attempt to reduce the size of the pumping station. As a point to start from, I would think that 0.1 inch of rain would flush the streets and that pumping at this level would get most of the pollutants. This rate of flow would be about 2.5 cfs or 1,200 gal per minute and would require about 15 H.P.. This would cost a minimum of $8.00 per month with no demand charge.

While changing to this flow rate would bypass more water to the Slough and would increase our pump fees to the Drainage District, this would be cheaper than pumping the original amount ourselves and would eliminate both initial cost and maintenance on the big pumps.

Your consideration and investigation of this matter is requested.

ADO:cj
Attachments

cc: E. S. Hunter ✓
G. Ballard. Bridge

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 7, 1972

TO MEMORANDUM TO THE FILE

Frank L. Hall

FROM Frank L. Hall
Design Engineer

SUBJECT I-205
Re Memo to the File of September 26, 1972

Letters have been received from Multnomah County, Multnomah County Drainage District No. 1, the Port of Portland, the Department of Environmental Quality and the Corps of Engineers stating their approval to a proposed plan for storm runoff in the area north of the proposed Columbia Boulevard Interchange. The Corps of Engineers request permits be submitted to them through the Multnomah Drainage District No. 1 to execute work or erect structures in or on levees of Federal flood protection projects. Also required are permits under Sections 10 and 13 of the Rivers and Harbors Act for structures in navigable waterways and discharges into navigable waterways.

Applications will be made for these permits.

FLH:jh

cc: E. S. Hunter
H. S. Coulter
F. E. Terpin
H. S. Cox
R. E. Royer
W. J. Hart
E. J. Valach
Corps of Engineers
Department of Environmental Quality
Port of Portland
Multnomah County
Multnomah County Drainage District No. 1

Hall
Olson
Terpin
Scott
Swenson
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COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS

MAIN OFFICE (503) ~~248-3589~~ 248-3620 ▪ 2115 S.E. MORRISON STREET ▪ PORTLAND, OREGON 97214

December 1, 1972

Mr. Frank L. Hall, Design Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Dear Mr. Hall:

Your proposal as outlined in your letter of November 6, 1972, in regard to the alternate outfall into the Columbia Slough for the drainage of the area near the Columbia Boulevard Interchange, is acceptable.

We have reviewed your data for runoff and storm intensity, and we concur in the plan to pump the initial runoff up to and including a "2-year" storm into the main I-205 trunk and allow the overflow to go into the alternate outlet in the Columbia Slough.

Very truly yours,

ROBERT L. NORDLANDER
Director of Public Works

TL:ct

1 H
2
3

DEPARTMENT OF DEFENSE · UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-5

16 November 1972

RECEIVED
NOV 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Baldwin:

Please refer to your letter of 6 November 1972 to Colonel Triem regarding Oregon State Highway Division plans for a trunk storm drainage outfall to Columbia River from the I-205 freeway watershed in East Multnomah County.

We understand that your proposed drainage plan includes all the area intercepted along the northerly draining portions of the I-205 freeway corridor. It also includes certain additional drainage areas east and west of the freeway which are described in an agreement between your Division and Multnomah County and the city of Portland. The total area involved would be 4,962 acres.

We also understand that a small part of that area, amounting to 93 acres at the proposed Columbia Boulevard Interchange, is too low to drain by gravity. Runoff from that area, therefore, would have to be pumped into the trunk outfall. Although the rate of runoff from that area probably would be increased because of freeway pavement and drainage facilities, under your plan, all runoff up to a 2-year storm would be pumped to the trunk line and only the excess would be discharged into Columbia Slough. That excess runoff would be insignificant when compared to the total runoff from the 4,962 acres which no longer would be tributary to Columbia Slough after the freeway and trunk outfall are completed. We concur with your statement concerning the expected beneficial effects of this arrangement. We believe that the plan developed by your Division represents an appropriate means of providing the required drainage for the Columbia Boulevard Interchange, taking into consideration potential downstream drainage and water quality impacts on Columbia Slough. However, we suggest that you discuss your drainage proposals with officials of Multnomah Drainage District No. 1, and obtain their approval.

NPPEN-PL-5
Mr. George M. Baldwin

16 November 1972

Since the outfall which your Division proposes would affect both a Federally authorized flood protection project and navigable waters of the United States, several permits would be required from this office prior to construction. Inclosed is an information circular describing applications for authority to execute work or erect structures in or on levees of Federal flood protection projects. Also, inclosed is a copy of operation and maintenance regulations for local flood protection projects. Requests for permits of that nature should be submitted to this office through Multnomah Drainage District No. 1. Mr. George Decker, Chief of Dam and Flood Control Section, can supply information on Corps of Engineers requirements for erection of structures in or on levees. In addition to the above, permits under Sections 10 and 13 of the Rivers and Harbors Act of 1899 would be required. Section 10 permits are for structures in navigable waterways and Section 13 permits are for discharges into navigable waterways.

Should you desire further information or assistance on this matter, please contact this office at your convenience.

Sincerely yours,

D. H. BASGEN
Chief, Engineering Division

2 Incl
As stated

CF: Mr. George Decker
Dam and Flood Control Section

1 Hall
A. Olson
2 Torpin
Scott
Swenson
R. Olson
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NOV 24 '72
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Port of Portlan
Box 3529 Portland, Oregon
503 233-8331
TWX: 910-464-6151 FAX

November 14, 1972

George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

PORTLAND INTERNATIONAL AIRPORT - EAST PORTLAND FREEWAY STORM SEWER

Reference is made to your letter dated November 6, 1972 in which you requested Port concurrence in your plan for providing storm drainage for a 93-acre area immediately north of the proposed Columbia Boulevard interchange.

It is understood that the two-year frequency storm will be pumped into the joint City-County-State trunk sewer and will be discharged into the Columbia River. Runoff in excess of the two-year storm will bypass the pumping facility and flow into the Columbia Slough. The Columbia Slough presently serves as the drainage course for the entire 93-acre area.

We agree that this proposal will result in the enhancement of Columbia Slough water quality and will also reduce the drainage district's pumping requirement to some degree. Therefore, the Port of Portland hereby concurs with the proposed plan.

We appreciate the opportunity to comment on this proposal and are looking forward to the early completion of the entire I-205 project.

Original signed by E.G. Westerdahl II

E. G. Westerdahl II
Executive Director

cc: H. S. Colter, Metropolitan Engineer

[illegible] Tokyo
[illegible] Washington

Board of Supervisors:
DONALD G. DRAKE
GEORGE W. CLARKE
ALAN GREEN, JR.

Multnomah County Drainage District No. 1
10319 NORTHEAST MARX STREET, PORTLAND, OREGON 97220 • 253-5282

LEO F. WHITE, *Manager and Secretary-Treasurer*
JEWEL V. EBELMESSER, *Assistant Sec.-Treas.*

1 Hall
A. Olson
2 Terpin
Scott
Swenson
R. Olson
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November 10, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

George M. Baldwin-Administrator of Highways
Atten: Mr. Frank L. Hall, Design Engineer

Gentlemen:

Multnomah County Drainage District No. 1, approves the storm drainage study that you outlined in your letter of November 6, 1972.

The District finds no fault, nor do we have any other recommendations for its betterment.

May I have a copy of the study done on storm intensity curves?

We appreciate the State Highway Division's concern in this matter of storm drainage.

Very truly yours,

Multnomah County Drainage District No. 1

Leo F. White
Leo F. White, Manager

LFW:je

Please have Jerry Bain furnish you
the data White requested.
Hall

1859

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

November 8, 1972

RECEIVED
NOV 1

Mr. George Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

This is in response to Mr. Frank Hall's letter of November 6, 1972, requesting approval of a proposed plan to divert storm runoff currently draining into Columbia Slough from an area in West Multnomah County. This particular area is contingent to the proposed Columbia Boulevard Interchange in the proposed I-205 watershed and is comprised of 93 acres having an estimated yearly runoff of 121 acre-feet.

The proposed storm water diversion plan calls for pumping runoff from this area into the proposed trunk sewer serving the I-205 and discharging to the Columbia River. The capacity of this system will be sufficient to pump all the storm water resulting from a two-year storm frequency into the trunk sewer with a by-pass allowing storm water in excess of this amount to discharge into Columbia Slough. During a fifty year storm, the volume of runoff overflowing into Columbia Slough would be about 28 cfs and last about 1 hour.

The Department of Environmental Quality concurs with the Proposed plan to divert storm runoff from this 93 acre area to the Columbia River via the trunk sewer serving the proposed I-205. This will benefit the Multnomah County Drainage District which has reached maximum pumping capacity in ridding peak storm runoff from the Columbia Slough drainage system. This proposal will also benefit water quality in the Columbia Slough since storm runoff normally contains high levels of pollutants.

Sincerely,

Original Signed By
L. B. Day

L. B. Day
Director

NOV 13 1972

ELQ:lb

✓ cc: Frank Hall
cc: Fred Bolton
cc: Robert Gilbert

Hall
1 A. Olson
2 Halpin
Scott
Swenson
R. Olson
Trout

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Other

November 6, 1972

Mr. Robert L. Nordlander
Multnomah County
Department of Public Works
2115 S. E. Morrison
Portland, Oregon 97214

Same letter to
Corp of E
Port of Portland
DEQ
Drainage Dist #1

Dear Mr. Nordlander:

The storm sewer that is proposed to act as a trunk outfall to the Columbia River from the I-205 watershed is on gravity flow at an elevation that will not drain an area contingent to the proposed Columbia Boulevard Interchange. The area is comprised of 93 acres with an estimated yearly run-off of 121 acre feet.

While this area now drains into the Columbia Slough, it was decided that this concentration of storm water from the pavement surfaces and contingent areas should not be introduced into the Columbia Slough for environmental reasons. An alternative to an outfall into the Columbia Slough is to pump into the trunk sewer leading to the Columbia River. A study of the storm intensity curves show that a two year storm would contribute 34.4 cfs at peak flow and a fifty year storm would contribute 62.5 cfs for 50.8 minutes until it would recede to 34.4 cfs.

From this data it has been decided to propose pumping all the storm water resulting from a two year storm frequency into the trunk sewer with a by-pass allowing storm water in excess of this amount to flow into the Columbia Slough. For the maximum design condition of a fifty year storm this quantity would be only about 28 cfs for a period of nearly an hour before dropping off to the design capacity of the pumps.

This plan will insure that the pavement surfaces will be flushed into the trunk sewer with only the extreme crest of severe storms entering the Columbia Slough. Another significant benefit will be the almost complete elimination of the annual run-off from this area that is now entering the Columbia Slough that must be pumped to the river.

This plan was found acceptable when presented to members of your staff on September 19, 1972, at the Portland office of Mr. H. S. Coulter, Metropolitan Engineer for the Oregon Highway Division.

If you concur, please give us your approval so that we may proceed with the design on this basis.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh
cc: Tor Lyshaug
E. S. Hunter
H. S. Coulter
R. E. Royer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 26, 1972

TO MEMORANDUM TO THE FILE 1

Frank L. Hall

FROM Frank L. Hall 2
Design Engineer

SUBJECT

On September 19, 1972, the following personnel met in the Metro Office to discuss storm water entering the Columbia Slough from the I-205 watershed.

D. E. Swan	OSHD	Metropolitan Section
K. D. Limbocker	OSHD	Metropolitan Section
H. S. Coulter	OSHD	Metropolitan Section
Frank L. Hall	OSHD	Salem Design Section
Gerry Rien	OSHD	Salem Design Section
Stu Cooper	OSHD	Environmental Unit
Tor Lyshaug ✓	Multnomah County	Dept. of Public Works
Robert Nordlander	Multnomah County	Dept. of Public Works
Neil Hosea ✓	Corps of Engineers	
Ray Jaren ✓	Corps of Engineers	
Ken Weber ✓	Port of Portland	
Ed Quan ✓	Dept. of Environmental Quality	
Leo F. White ✓	Multnomah Drainage	

The Columbia Slough has been subject to recent studies from environmental groups interested in promoting recreational use of the stream corridor. The drainage area in question cannot be served by the trunk outfall that extends to the Columbia River because it is below the elevation of the pressure head in the trunk line; however, it can be taken to the slough by a separate gravity line.

The alternates presented were (1) let all the water go into the Columbia Slough, or (2) install pumps in the profile sag under the UPRR structure and pump into the main trunk all water from the drainage area up to a two year storm intensity. The overflow of storm water accumulating at the sag in any greater quantity than the pumps' capacity would outfall into the Columbia Slough. A pipe large enough to handle all the drainage in case of pump breakdown would be used for this overflow outfall.

The first alternate was immediately rejected by the representatives of the Corps of Engineers and the Department of Environmental Quality on environmental considerations. After discussion of the second alternate it was the unanimous opinion of the group that this alternate should be implemented.

Letters to the agencies represented will be written requesting adoption of this plan to document their acceptance.

FLH:jh
cc: E. S. Hunter
H. S. Coulter
F. E. Terpin
H. S. Cox
R. E. Royer
W. J. Hart

This method of handling hazardous material was rejected for several basic reasons. One, the cost of such an installation is high, both from an initial design and construction standpoint and from a continual maintenance standpoint through the life of the system. Second, the cost weighed against the probable incidence rate of spills occurring on the bridge does not justify the expenditure of funds for the bridge. Third, the hazards of a closed system filled with flammable material in a situation with traffic poses a monumental threat to human life and property, and even risks serious structural damage to the bridge itself.

The answer to mitigating damage from hazardous material spills clearly lies in the area of operations. It was determined that a specialized firm in the Portland area has the capability to locate, contain and clean up hazardous materials spilled into the Columbia River from the bridge and spilled from the rest of the I-205 freeway itself. The District Engineer of the Highway Division will notify the appropriate people if a spill occurs, and land or water based equipment can be dispatched accordingly.

It should be noted that the Division will then seek reimbursement from the responsible carrier, as has been the practice in the past. Spills of small and localized nature are routinely handled by Division maintenance crews.

(2) Columbia Slough

The proposed I-205 Freeway will cross that portion of the Columbia Slough known as the Upper Slough and a branch of the slough called the South Slough Arm. The Upper Slough meanders through the bottom land bordered primarily by agricultural fields and a small number of residences and industries. The Upper Slough serves as an important area-wide drainage system fed by surface and subsurface drainage and large spring flows. The minimum continuous flow that can be expected during any dry summer period from the upper to the lower slough is estimated to be 70 cfs.[7]

The South Slough Arm is fed by a large collection of springs. The water is cold (38-40°C) and clear but is highly enriched with nutrients. The most significant source of nitrate-nitrogen in the spring waters results from the subsurface disposal of an estimated 8 to 10 million gallons per day of household waste into cesspools in the East Portland area.[2,8]

The overall water quality of the Upper Slough downstream of I-205 is highly enriched. The lower four mile portion of the slough receives the drainage from the South Slough Arm and the discharges from three domestic waste treatment and two industrial treatment plants. Ten existing storm sewers discharge into the Upper Slough and two more sewers are proposed. Some of the slough water is used for irrigation, and return waters are discharged into the slough at several points. Recent investigations by the State Engineer's Office and DEQ show that the Columbia Slough also is affected by domestic sewage-disposal practices.

I-205 will cross the Upper Slough or main canal of the Columbia Slough on a bridge-type structure. The South Slough Arm will be crossed on fill with adequate culverts provided to insure that present drainage is maintained.

Construction of the proposed highway through this area will include toe ditches adjacent to the roadway to provide for proper drainage.

The proposed storm sewer system discharging into the Columbia Slough includes a 94-acre area near N.E. Sandy Boulevard with a peak flow capacity of about 35 cfs. Considering the ambient water quality conditions of the slough and the fact that discharge into the slough will be minimal, construction of I-205 would not have a significant impact on the Columbia Slough. The proposed discharge of additional drainage into the slough has been coordinated with Multnomah County Drainage District No. 1.

(3) Johnson Lake (Owens - Illinois)

Johnson Lake is a small, spring-fed lake located just north of the Owens-Illinois Glass Company. The lake is approximately 2000 feet long and 500 feet wide and is privately owned; the only access is through private property and any sort of recreation is prohibited. Since the lake is also partly supplied by spring water, it has water quality similar to that of the South Slough Arm. The eastern tip of Johnson Lake would be taken by I-205 as part of the fill embankment that extends through this area. The fill would extend 40 feet into the lake on a gravelly soil formation and would not affect the inflow supplying the lake. Except for the 1% loss of lake area and a temporary disturbance to water quality, I-205 would not have a significant impact on Johnson Lake.

(4) Johnson Creek

The 25-mile long Johnson Creek, which traverses the southeast corner of the study area, originates approximately 7 miles southeast of Gresham, Oregon and flows westerly to empty into the Willamette River at Milwaukie. Within the corridor area and downstream from the corridor, the creek flows through the property of a large, integrated lumber and plywood company and sparse to moderately dense suburban development.

Based on 1971 stream flow records, Johnson Creek had a maximum daily flow of 1,110 cfs, a minimum daily flow of .26 cfs and an annual mean of 63 cfs. Peak flows between 1,000 and 1,500 cfs can be expected to occur frequently. The December 1964 flood produced a flow of 2,620 cfs measured at the only gaging station at Sycamore, Oregon (creek mile 10.82). The drainage area above the gage is about 28.2 square miles of the total 44.3 square miles of drainage basin.

Flows in Johnson Creek correspond to annual precipitation patterns with flash floods occurring any time from November through February. The principle flood problem area is downstream from 110th Avenue to 82nd Avenue (Lents area), where the creek enters a wide flood plain. Flooding occurs in this area almost on an annual basis. A flood control plan has been developed for Johnson Creek by the Portland District Corps of Engineers.[9] The plan extends through the I-205 study area and includes channel relocation, clearing and enlargement, and bank stabilization by revetment. At the present time, the Johnson Creek Project does not have a sponsor who can assume all responsibilities required for local cooperation and thus, the project is in an inactive status.

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

cc: State (H. S. Coulte

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FE L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 6-27-79	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. I-205-7(37)310
COMPLETION DATE 6-8-78	ACCEPTANCE DATE BY CONTRACT AGENCY 9-27-78	TIME ELAPSED 107 %	CONTRACT TIME 400 CD
APPROVED EXTENSIONS 30 CD	LOCATION I-205 South of Banfield Interchange, Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. BANFIELD - YAMHILL SECTION
EAST PORTLAND FREEWAY
Sewer Tunnel

The project was completed at a total cost of $2,494,187, including engineering. This represents a 5% underrun. There were no significant overruns or underruns in contract items.

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*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed By C. T. CHRISTIANSON C. T. Christianson		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 6-29-79	TITLE Field Operations Engineer	DATE 6-29-79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL	*To be completed by Washington Headquarters Personnel*	2 … 4	5 … 8	9 … 12	13 … 15	
		16 … 18	19 … 22	23 … 24	25 … 27	28 … 30	31 … 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE * Oregon #8462	COUNTY Multnomah	FEDERAL PROJECT NO. * I-205-7(37)310	URBAN XX * RURAL ( )

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE *(Over 20 ft.)*	
CARD A		CONSTRUCTION TYPE CODES		Y007		DATE STARTED * April 12, 1977
	20	FINAL CONSTRUCTION COST*	DOL.	2,308,554		DATE COMPLETED * June 8, 1978
	21	LENGTH OF PROJECT	MILES	1.275		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT		
	30	LABOR * *(Roadway and Bridges Combined)*		TOTAL MAN HOURS 52,380.5	GROSS EARNINGS 720,218.54
	ITEM	**DESCRIPTION**	**UNIT**	**ROADWAY QUANTITY**	**BRIDGE QUANTITY**
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	577,140.00	
	9	PETROLEUM PRODUCTS *	GAL.	19,822	
	1	CEMENT	BBL.	10	
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.	1,300.	
	3	BITUMINOUS MATERIAL	GAL.	0	
	4	LUMBER	THSD. BD. FT.	14.	
CARD D	5	TIMBER PILING	LIN. FT.	0	
	7	REINFORCING STEEL	LB.	58,831.	
	8	STRUCTURAL STEEL	LB.	0	
	10	EXPLOSIVES	LB.	0	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	4,555	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	0	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.	0	
CARD F	16	MISCELLANEOUS STEEL	LB.	21,000.	
	17	FENCING	LIN. FT.	0	
	18	GUARDRAIL	LIN. FT.	0	
	19	BRIDGE RAIL	LIN. FT.	0	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	0	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	1,994	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 … 52 | 53 … 61 | 62 … 70

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORR. STEEL CULVERT	
		-0-	
CARD J	13	CONCRETE PIPE	
		72"	9
		84"	787.0
CARD K	14	CLAY PIPE AND DRAIN TILE	
		-0-	
CARD L	25	CORR. ALUMINUM CULVERT	
		-0-	
CARD M	26	CAST IRON PIPE	
		-0-	

* MUST BE REPORTED ON ALL REPORTS   REVIEWED BY: DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

x462.

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 9731(

Martha -
Someone decided
this wasn't needed.

MCH
3-12-79

MCH:lml
1-19-78
3-12-79

Portland City Council
City Hall
1220 S.W. Fifth Ave.
Portland, OR 97204

Misc. Contracts & Agreements
No. 4607

COUNCIL MEMBERS:

The City of Portland and the Oregon Department of Transportation have entered into an agreement (October 31, 1972) whereby the City will be allowed to use the I-205 storm sewer system to dispose of approximately 100 cfs (at peak flow) and further, that the City would be allowed expanded use during off peak flow.

In recognition of the mutual benefits that will accrue to the residents of the State of Oregon and the City of Portland, the State and City hereby pledge complete cooperation, each with the other, in order to accomplish effectively these things set forth and agreed to in this document.

1. The State shall prepare all plans, let and award all contracts, supervise construction and, upon completion, perform the normal maintenance operations within the access control lines with the exception of the storm sewer control system. In the event that major reconstruction or modification of the storm sewer is required at a future time, the City shall participate in an amount proportional to their allowable peak flow.

2. The State shall provide connections to the system for the stated pipe size at the following locations.

    a. Southeast Yamhill Street - A 42-inch diameter pipe with a total capacity of 200 cfs. An access manhole to be located at the westerly edge of the freeway right-of-way or the access control line.

    b. East Burnside Street - An 18-inch diameter pipe with an allowable flow of 20 cfs. An access manhole to be located at the westerly edge of the freeway right-of-way or the access control line.

c. Banfield Freeway - A 60-inch diameter pipe with 200 cfs allowable capacity. The State will provide an access manhole at N.E. 91st Avenue and N.E. Hassalo Street.

d. The State will provide for an access point at N.E. Broadway for a 60-inch diameter pipe with a 225 cfs capacity. The State will provide for a connection at an access manhole to be located on the embankment slope on the westerly side of the freeway. The City connection will require work within the right-of-way limits by the City or their agents due to topographical conditions. All costs for the future connection are to be borne by the City.

e. Provision has been made for a future 24-inch connection near N.E. Prescott if and when the low area north of Rocky Butte is annexed into the City. The connection to the manhole at the westerly end of the Prescott structure would be required to be installed at City expense at such time as this is desired.

3. The City shall be permitted to expand their use of the system during off peak periods. The method of storage and the control system shall be as described in "Connection to the I-205 Storm Sewer", City of Portland, Oregon, Department of Public Works (except for Table 7, which will be revised as appropriate to fit the above described connections). Following are appropriate sections from that report starting on page 21. Copies of asterisked exhibits (Figures 11, 12, 13 & 14) are attached.

"Proposed Storage and Control System"

"The locations of the proposed storage basins and the connections to the I-205 sewer are shown in Figure 11*. The basic features of a typical storage facility are a large basin, a permanent pond and the inlet and outlet (shown in Figure 12*). Table 7 gives the outlet flow line elevations, outlet pipe size, length and slope, and required excavation for each basin and the flow line elevation of the I-205 sewer at the connection point.

"The proposed control system will function as follows: Flow will be monitored in the I-205 sewer downstream from the junction with the City connection. Either a manometer or a sonar device could be used to gauge the flow. The signal from the I-205 sewer will be compared with a signal representing the maximum allowable flow in the I-205 sewer at that point. The resulting error signal (difference between the two signals) will, through control circuitry, cause the hydraulic gate control to position the sluice gate in the City connection to properly increase or decrease the flow. As the flow in the I-205 sewer changes, the gate position will correspondingly change to maintain the flow in the I-205 sewer at or below the maximum allowable flow. Figure 13* shows a schematic diagram of the basic features of the proposed control system. A flow chart of the control system appears in Figure 14*.

"We propose that a number of features be included in the control system to make the system relatively fail-safe. The gate controls will be designed to allow the gate to close if there is a power failure in any part of the system. This would cut off flow from the City area. If flow in the I-205 sewer exceeds the maximum allowable by a certain amount due to a component failure in the control circuitry, the circuitry would be overriden and the gate closed. If power failure occurs, or if the level in the I-205 sewer is excessive, a signal will be transmitted to the alarm annunciator at the Columbia Blvd. Treatment Plant over leased telephone lines. This will allow immediate response if a problem arises in the system. An additional feature of the proposed system is that data from the flow meter in the I-205 sewer and data from an additional meter in the City connection will be recorded on charts. This will allow periodic inspection of the performance of the controls."

4. The City shall prepare all plans, let and award all contracts, supervise construction and, upon completion, perform all maintenance operations on the total storage and control system. Each storage facility and its control system shall be installed and operative prior to physical connection to the I-205 outfall sewer. Plans for construction or maintenance of portions of the control system that fall within the access control lines shall be submitted to the State for approval prior to performing the work.

*Attached

5. Inspection and approval of the system shall be the responsibility of the Region Engineer for the State Highway Division.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City Officials have acted in this matter pursuant to Ordinance No. ______________, adopted by its City Council on the __________ day of ________________, 19_____, and attached hereto.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on __________________________, by ________________________, which approval is on file in the Commission records. The delegation order also authorizes the State Highway Engineer to execute the agreement on behalf of the Commission.

APPROVED

____
Mgr., Office of Tech. Services

APPROVED AS TO FORM

____
City Attorney

APPROVED

____
City Engineer

RECOMMENDED FOR APPROVAL

____
Region Engineer

STATE OF OREGON, by and through its
Department of Transportation,
Highway Division

____
State Highway Engineer

Date ____________________________

CITY OF PORTLAND, by and through its
City Officials

By ______________________________
Mayor

By ______________________________
Comm. of Public Works

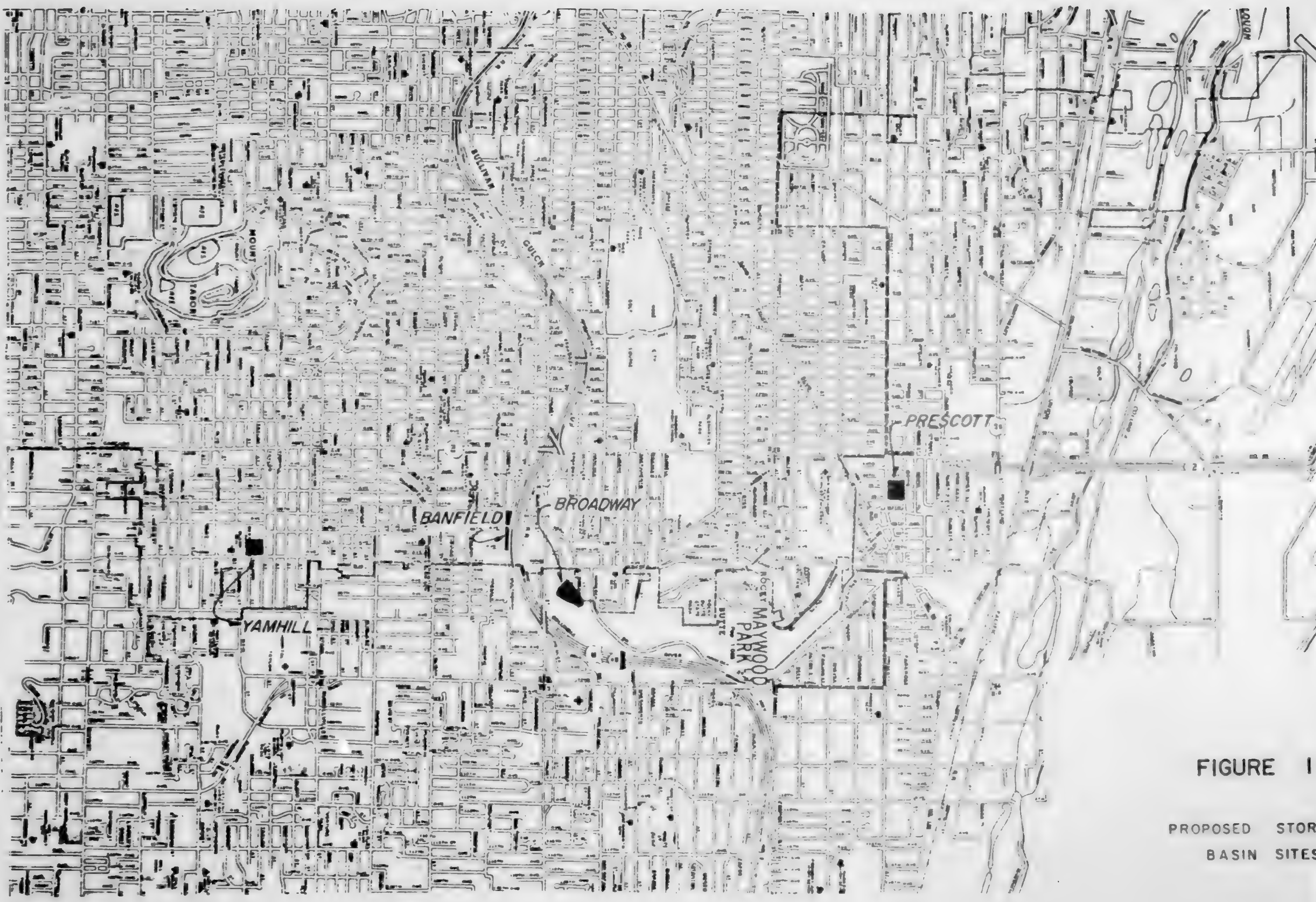
PRESCOTT
MAYWOOD PARK
ROCKY
BUTTE
BROADWAY
BANFIELD
YAMHILL
SULLIVAN
GULCH
MOUNT
TABOR

FIGURE 11

PROPOSED STORAGE BASIN SITES

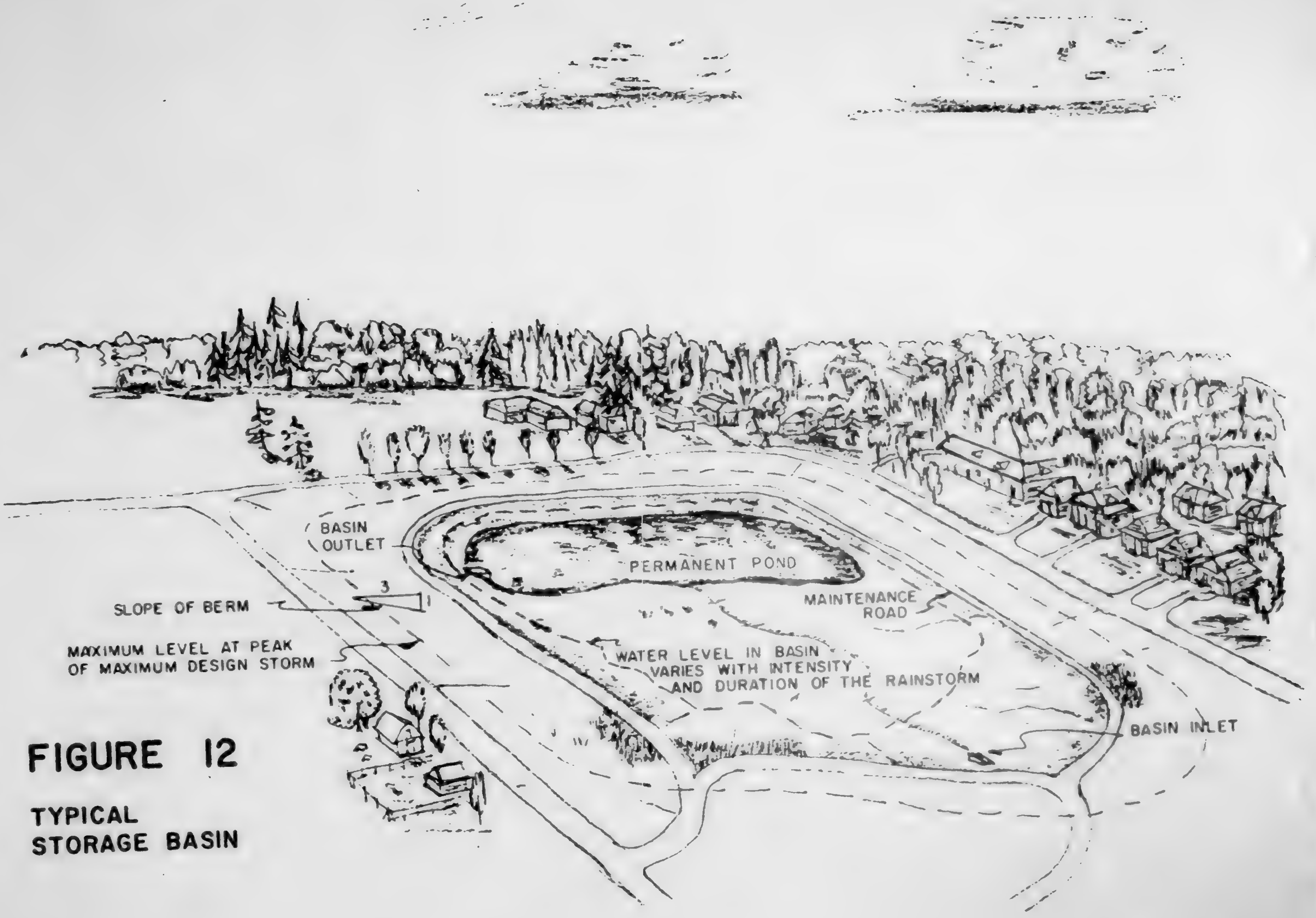
BASIN OUTLET
PERMANENT POND
SLOPE OF BERM
3
1
MAINTENANCE ROAD
MAXIMUM LEVEL AT PEAK OF MAXIMUM DESIGN STORM
WATER LEVEL IN BASIN VARIES WITH INTENSITY AND DURATION OF THE RAINSTORM
BASIN INLET

FIGURE 12

TYPICAL STORAGE BASIN

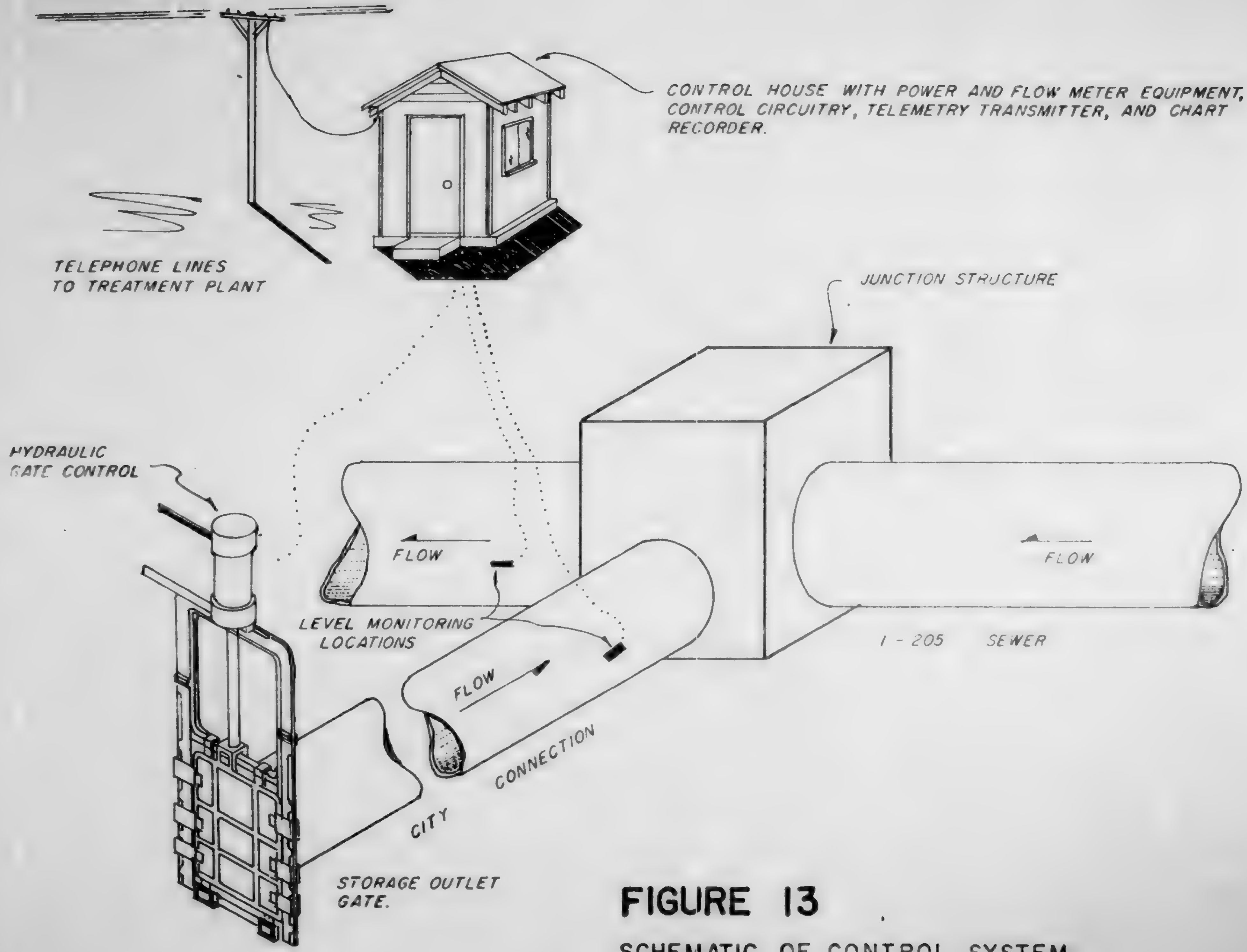
CONTROL HOUSE WITH POWER AND FLOW METER EQUIPMENT, CONTROL CIRCUITRY, TELEMETRY TRANSMITTER, AND CHART RECORDER.
TELEPHONE LINES TO TREATMENT PLANT
JUNCTION STRUCTURE
HYDRAULIC GATE CONTROL
FLOW
FLOW
LEVEL MONITORING LOCATIONS
1 - 205 SEWER
FLOW
CONNECTION
CITY
STORAGE OUTLET GATE.

FIGURE 13

SCHEMATIC OF CONTROL SYSTEM

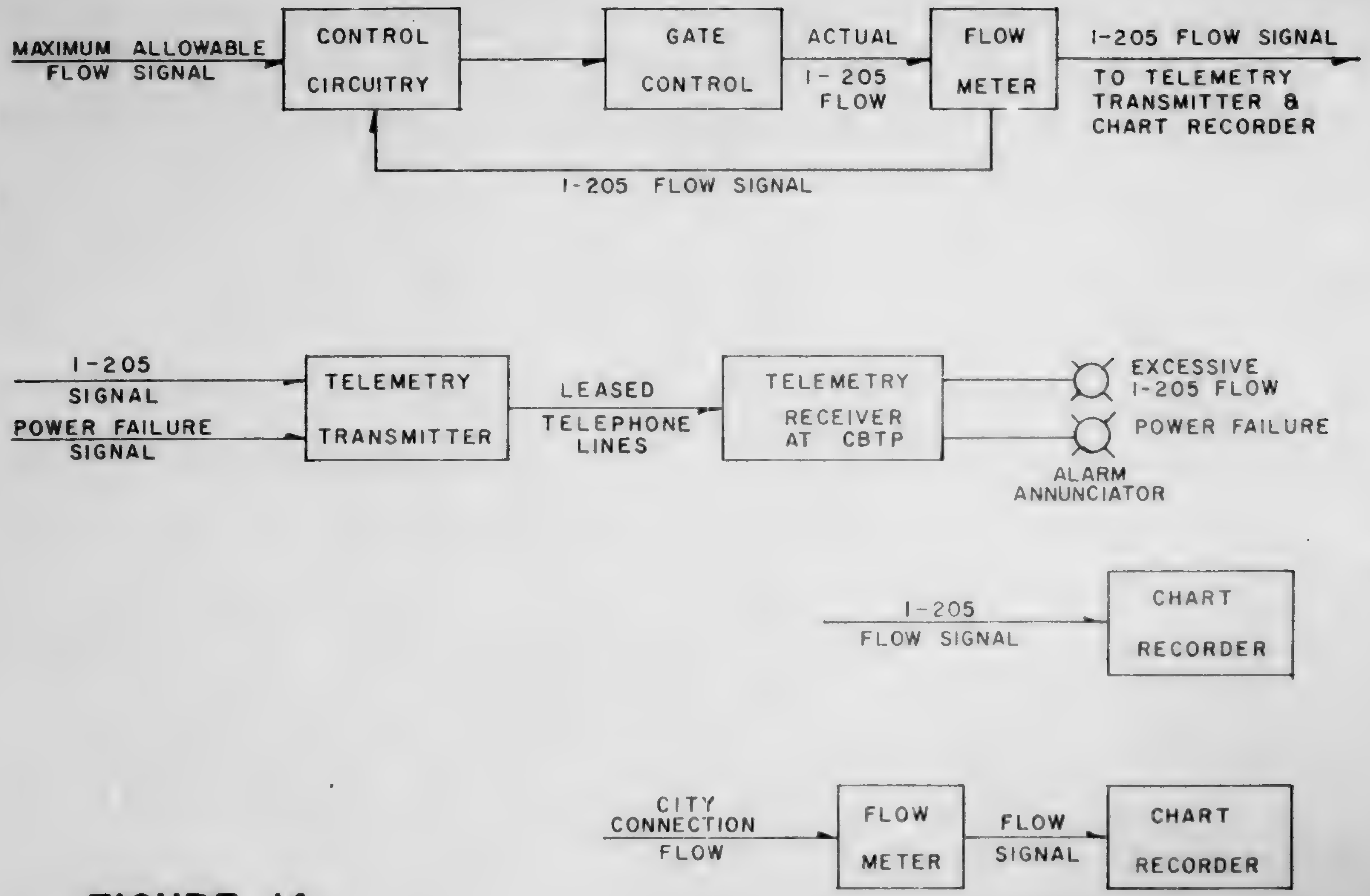
MAXIMUM ALLOWABLE
FLOW SIGNAL
CONTROL
CIRCUITRY
GATE
CONTROL
ACTUAL
I - 205
FLOW
FLOW
METER
I-205 FLOW SIGNAL
TO TELEMETRY
TRANSMITTER &
CHART RECORDER
I-205 FLOW SIGNAL
I-205
SIGNAL
POWER FAILURE
SIGNAL
TELEMETRY
TRANSMITTER
LEASED
TELEPHONE
LINES
TELEMETRY
RECEIVER
AT CBTP
EXCESSIVE
I-205 FLOW
POWER FAILURE
ALARM
ANNUNCIATOR
I-205
FLOW SIGNAL
CHART
RECORDER
CITY
CONNECTION
FLOW
FLOW
METER
FLOW
SIGNAL
CHART
RECORDER

FIGURE 14

CONTROL SYSTEM FLOW CHART

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

October 21, 1977

CITY COUNCIL
CITY OF PORTLAND
MULTNOMAH COUNTY
CITY HALL
PORTLAND, OREGON

COUNCIL MEMBERS:

The City of Portland and the Oregon Department of Transportation have entered into an agreement whereby the City will be allowed to use the I-205 storm sewer system to dispose of approximately 100 CFS (at peak flow) and further that the city would be allowed expanded use during off peak flow.

In recognition of the mutual benefits that will accrue to the residents of the State of Oregon and the City of Portland, the State and City hereby pledge complete cooperation, each with the other, in order to accomplish effectively these things set forth and agreed to in this document.

1. The State shall prepare all plans, let and award all contracts, supervise construction and upon completion, perform the normal maintenance operations within the access control lines. In the event that major reconstruction or modification of the system is required at a future time, the City shall participate in an amount proportional to their allowable peak flow.

2. The State shall provide connections to the system for the stated pipe size at the following locations.

   a. Southeast Yamhill Street: A 42 inch diameter pipe with a total capacity of 200 CFS. An access manhole to be located at the westerly edge of the freeway right-of-way or the access control line.

   b. East Burnside Street: An 18 inch diameter pipe with an allowable flow of 20 CFS. An access manhole to be located at the westerly edge of the freeway right-of-way or the access control line.

c. Banfield Freeway: A 60 inch diameter pipe with 200 CFS allowable capacity. The State will provide an access manhole at NE 91st Avenue and NE Hassalo Street.

d. The State will provide for an access point at NE Broadway. A 60 inch diameter pipe with a 225 CFS capacity. The State will provide a connection from a manhole to be located on the embankment slope on the westerly side of the freeway. The City connection will require work within the right-of-way limits by the City or their agents due to topographical conditions. All related costs, are to be borne by the City.

e. The City is to receive future consideration for a 24 inch connection near NE Prescott if and when the low area north of Rocky Butte is annexed into the City. ~~An additional 31 CFS will be allowed at this connection.~~ A manhole at the westerly ~~right-of-way line~~ would be required to be installed at City expense.

3. The City shall be permitted to utilize the system during off peak periods. The method of storage and the control system shall be as described in "Connection to the I-205 Storm Sewer" City of Portland, Oregon, Department of Public Works. To wit. Page 21. $33.

— [illegible] for Table 7, which ~~[illegible]~~ will be revised as ~~[illegible]~~ [illegible] connections.

"Proposed Storage and Control System

The locations of the proposed storage basins and the connections to the I-205 sewer are shown in Figure 11. The basic features of a typical storage facility are a large basin, a permanent pond, and the inlet and outlet (shown in ~~Figure 7~~). Table 7 gives the outlet flow line elevations, outlet pipe size, length, and slope, and required excavation for each basin and the flow line elevation of the I-205 sewer at the connection point.

The proposed control system will function as follows: Flow will be monitored in the I-205 sewer downstream from the junction with the City connection. Either a manometer or a sonar device could be used to gage the flow. The signal from the I-205 sewer will be compared with a signal representing the maximum allowable flow in the I-205 sewer at that point. The resulting error signal (difference between the two signals) will through control circuitry cause the hydraulic gate control to position the sluice gate in the City connection to properly increase or decrease the flow. As the flow in the I-205 sewer changes the gate position will correspondingly change to maintain the flow in the I-205 sewer at or below the maximum allowable flow. Figure 13 shows a schematic diagram of the basic features of the proposed control system. A flow chart of the control system appears in Figure 14.

We propose that a number of features be included in the control system to make the system relatively fail safe. The gate controls will be designed to allow the gate to close if there is a power failure in any part of the system. This would cut off flow from the City area. If flow in the I-205 sewer exceeds the maximum allowable by a certain amount due to a component failure in the control circuitry, the circuitry would be overridden and the gate closed. If power failure occurs, or if the level in the I-205 sewer is excessive, a signal will be transmitted to the alarm annunciator at the Columbia Boulevard Treatment Plant over leased telephone lines. This will allow immediate response if a problem arises in the system. An additional feature of the proposed system is that data from the flow meter in the I-205 sewer and data from an additional meter in the City connection will be recorded on charts. This will allow periodic inspection of the performance of the controls."

4.

The storage facilities and the control systems shall be installed and operative prior to physical connection to the I-205 outfall sewer.
5. Inspection and approval of the system shall be the responsibility of the Region Engineer for the State Highway Division.

This agreement was approved by the Oregon Department of Transportation on __________ 1977, at which time the secretary for the Commission was directed and authorized to sign said agreement for and on behalf of the Commission. Said authority is set forth in Vol._______, Page ______ minute book of the Oregon Transportation Commission.

Approved

____

City of Portland
By and through its
City Council

by: ______________________________

City-State Joint Sewer
I-205 D AINAGE 619

OREGON STATE
HIGHWAY DIVISION

1859

HIGHWAY BUILDING • SALEM, OREGON • 97310

Portland City Council
City Hall
Portland, Oregon 97204

Gentlemen:

The Oregon State Highway Division anticipates the opening of bids on November 30, 1972, for construction of the first phase of a storm sewer system along and within the access control lines of the East Portland Freeway (I-205). Extensive engineering studies have demonstrated that an increase in design capacities required for highway run-off would allow the system to be utilized for the disposal of storm water from adjacent areas. The studies, conducted jointly by engineers of the State Highway Division, Multnomah County and the City of Portland, clearly indicate that an increase in design capacities would allow the County to utilize the system for the disposal of approximately 540 c.f.s. (at peak flow) of storm drainage at a cost of $2,500,000, and the City approximately 100 c.f.s. (at peak flow) at a cost of $500,000. All parties agree that a joint venture is an economical and feasible method for disposition of storm run-off water.

Hereinafter all acts necessary to effectively accomplish this end shall be referred to as "system".

Attached hereto, marked Exhibit A, and by this reference made a part hereof, is a sketch map showing the general location and limits of the system.

In recognition of the mutual benefits that will accrue to the residents of the State of Oregon and the City of Portland, the State and City hereby pledge complete cooperation, each with the other, in order to accomplish effectively those things set forth and agreed to in this agreement.

1. The State shall prepare all plans, let and award all contracts, supervise construction and, upon completion, perform the normal maintenance operations within the access control lines. In the event that major reconstruction or modification of the system is required at a future time, the City shall participate in an amount proportional to the drainage areas served by the system.

2. The State shall provide connections to the system for approved pipe sizes at locations to be determined by the City. The City shall assume the responsibility for all costs related to carrying their storm water to the connections provided by State, and maintain their portion of the system lying outside the access control lines of the East Portland Freeway.

3. The City shall be permitted to utilize the system during off-peak periods. The volume of water introduced into the system and the method used shall have the approval of the Region Engineer for the State Highway Division.

4. The State shall, in the first instance, pay all costs related to installation of the system; however, the City shall participate in said costs in an amount not to exceed $500,000, to be paid to State from the City's State Tax Street Fund over a period of five years as follows:

a. An initial payment of $100,000 shall be due and payable on May 1, 1973.

b. Four equal payments of $100,000 each shall be due and payable on May 1 of 1974, 1975, 1976, and 1977, or the amount of payment may be increased at any time if the City so desires.

5. In the event that installation of the system is delayed, payments shall be deferred until such time as construction proceeds. Should there be a major modification in design resulting in a reduction of cost, State shall refund to City, or reduce City's costs, in the same proportion as City's participation.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City's Mayor and Commissioner of Public Works have acted in this matter pursuant to Ordinance No. 135324 passed by its City Council on the 21st day of Sept., 1972.

This agreement was approved by the State Highway Commission on Oct. 31, 1972, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume 57, Page ________, Minute Book of the Oregon State Highway Commission.

APPROVED:

/s/ R. L. Schroeder
Assistant State Highway Engineer

/s/ C. W. Head
~~Floyd Query~~, Secretary

APPROVED:

____
City Engineer

CITY OF PORTLAND, by and through its City Officials

By ________________
Mayor

By ________________
Commissioner of Public Works

APPROVED AS TO FORM:

____
City Attorney

MCH:ljt
7/12/72

8462 9

January 22, 1979

Employers Mutual Liability Insurance
   Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

Gentlemen:

A post-final payment for $11,063 will be made to W. J. Lewis Corporation, P. O. Box 415, Orem, UT 84057, on Contract No. 8462 for a sewer tunnel on the S. Banfield Interchange-S.E. Yamhill Street Section of the East Portland Freeway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,305,554.39 including the post-final payment. Of the total, $27,374.31 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc
W. J. Lewis Corporation
P. O. Box 5846
Orange, CA 92667

W. J. Lewis Corporation
9510 N.E. Halsey
Portland, OR 97220

W. J. Lewis Corporation
P. O. Box 415
Orem, UT 84057

bc
C. T. Keasey
Walt Hart
Ed Hardt

8462

4

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
XXXXXXXXXXXXXXXXXX
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

January 18, 1979

NOTED
H.S. COULTER

L. James Bergmann
General Attorney
Union Pacific Railroad
P.O. Box 4265
Portland, OR 97208

RECEIVED
STATE HWY ENGR
JAN 23 '79
REFER TO
FOR
Info Inves R/D D.R. Sign Act File

Re: Supplemental Pipeline Crossing Agreement
Storm Sewer Pipeline Crossing
East Portland Freeway
M.P. 13.14 Portland (near Fir)
Multnomah County, Oregon

and

Pipeline Crossing Agreement
Storm Sewer Pipeline
East Portland Freeway Construction
M.P. 6.15 Portland (Montavilla)
Multnomah County, Oregon

Dear Jim:

I enclose for your perusal a suggested supplemental agreement for both of these storm sewers which would amend each of the agreements to provide that the state would indemnify the railroad or at its option provide insurance in the amount of $1,000,000.00 per currency for the conditions listed that are the same as the original agreement. The one condition that I have inserted is that "All obligations hereinabove set out shall be payable only from the State Highway Fund as defined by ORS 366.505.". The purpose of this is to limit it to the highway fund so that we don't run into the constitutional debt limitation problem and I would assume you would be satisfied that the highway fund would have sufficient moneys to pay that amount.

If the language of this proposed supplemental agreement is satisfactory or if you require some changes, please let me know. After I have received your approval, it will be necessary to secure a formal Attorney General's Opinion that this is not violating the constitutional debt provisions of the State of Oregon and that this is not violating the constitutional debt provisions of the State of Oregon and that entering into an agreement such as this is permissible. The purpose of this opinion will merely be to relieve the Oregon Transportation Commission of any personal liability in the event somebody should raise the issue later and perhaps under a different Attorney General comes the conclusion it was improper. With the formal Attorney General's opinion authorizing such an agreement, then there is no question. If you have any questions on this matter, please don't hesitate to give me a call.

Sincerely,

Jack L. Sollis
Assistant Attorney General
and Counsel

JLS:sb;hg

cc - H. S. Coulter
J. B. Boyd

84

October 11, 1978

Employers Mutual Liability Insurance
  Company of Wisconsin
2000 Westwood Drive
Wausau, WI   54401

Gentlemen:

Attached is a copy of a letter from Kobin & Meyer informing us that their client's claim against W. J. Lewis Corporation is for $2,871.08.

This appears to be in reference to the W. J. Lewis Corporation Contract No. 8462, South Banfield Interchange-S.E. Yamhill Street Section of the East Portland Freeway in Multnomah County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

NOTED ON CARD
10-11-78 kr

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

F. GORDON ALLEN
STEVEN MARK LEVY
DAVID R. TRACHTENBERG
JOSEPH A. YAZBECK, JR.
ELIZABETH YEATS

October 10, 1978

Mr. C. W. Head
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Willamette Western Corporation, dba Western Pacific Construction Materials Co. - W. J. Lewis Corporation

Dear Mr. Head:

Thank you for your letter of October 5, received October 7, acknowledging receipt of our letter of October 3, with the attached Notice of Claim.

Our claim is in the amount of $2,871.08.

Thank you.

Very truly yours,

KOBIN & MEYER

JStewart

John Spencer Stewart

RECEIVED
OCT 11 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8462 9

October 5, 1978

Kobin & Meyer
Attorneys at Law
610 S.W. Alder St., Suite 800
Portland, OR 97205

Attention: John Spencer Stewart

Gentlemen:

This will acknowledge receipt of your letter of October 3, 1978, and the attached Notice of Claim on behalf of Western Pacific Construction Materials Co. for materials furnished against the bond taken from W. J. Lewis Corporation and Employers Mutual Liability Insurance Company of Wisconsin, as surety. (Amount not given.)

This appears to be in reference to the W. J. Lewis Corporation Contract No. 8462, sewer tunnel construction, East Portland Freeway, Multnomah County. This contract was completed on June 8, 1978 and accepted by the State on September 27, 1978.

You indicated in your letter that this claim has already been filed with the Secretary of State. Please inform us of the amount of this claim and also when this claim has been satisfied.

As requested, we are enclosing a copy of the contract and bond covering this project.

Very truly yours,

NOTED ON CARD
10-5-78 kr

C. W. Head
COMMISSION SERVICES

CWH:kkr
Enclosure
cc: Employers Mutual Liability Ins.
Co. of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

W. J. Lewis Corporation
P. O. Box 5846
Orange, CA 92667

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

F. GORDON ALLEN
STEVEN MARK LEVY
DAVID R. TRACHTENBERG
JOSEPH A. YAZBECK, JR.
ELIZABETH YEATS

October 3, 1978

Mr. Cecil W. Head
Department of Transportation
Oregon State Highway Division
Salem, Oregon 97310

Re: South Banfield Interchange - SE Yamhill Street Section -- East Portland Freeway - Multnomah County, Oregon -- OSHD Contract No. 8462

Gentlemen:

Enclosed, Notice of Claim which has already been filed with the Secretary of State and notice given to the prime contractor, W.J. Lewis Corporation, principal, and Employers Mutual Liability Insurance Co. of Wisconsin, surety.

Please acknowledge receipt of this Notice of Claim and also I would most appreciate your sending me a copy of the contract and performance bond posted in connection with said project by W.J. Lewis, as principal, and Employers, as surety.

Thank you.

Very truly yours,

KOBIN & MEYER

John Spencer Stewart

Enc.
JSS:skg

P.S. Please advise if the project has been accepted by the Department of Transportation (OSHD).

JSS

RECEIVED
OCT 4 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM
(ORS 279.526 & 279.528)

TO: DEPARTMENT OF TRANSPORTATION
By and Through its Oregon State Highway Division

Notice is hereby given that the undersigned, Willamette Western Corporation dba Western Pacific Construction Materials, Co. has a claim for materials furnished in the sum of $ against the bond taken from W.J. Lewis Corporation as principal and Employers Mutual Liability Insurance Company of Wisconsin, as surety for the work entitled "South Banfield Interchange-S.E. Yamhill Street Section - the East Portland Freeway, Multnomah, Oregon", OSHD Contract No. 8462.

WILLAMETTE WESTERN CORPORATION dba
WESTERN PACIFIC CONSTRUCTION MATERIALS
COMPANY.

BY George Richard Polski
George Richard Polski, Credit Manager

RECEIVED
OCT 4 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8452

October 3, 1978

Employers Mutual Liability Insurance
  Company of Wisconsin
2000 Westwood Drive
Wausau, WI   54401

Gentlemen:

Contract No. 8462 awarded to W. J. Lewis Corporation for work on the S. Banfield Interchange-S.E. Yamhill Street Section of the East Portland Freeway in Multnomah County was completed on June 8, 1978, and accepted by the State Highway Engineer on September 27, 1978.

The total contract amount is $2,292,491.39 including $27,374.31 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: W. J. Lewis Corporation
P. O. Box 5846
Orange, CA   92667

W. J. Lewis Corporation
9510 N.E. Halsey
Portland, OR   97220

W. J. Lewis Corporation
P. O. Box 415
Orem, UT   84057

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

8462

8

September 6, 1978

W. J. Lewis Corporation
Post Office Box 5846
Orange, CA 92667

Gentlemen:

We have carefully reviewed your request for additional calendar days on Contract No. 8462, S. Banfield Interchange-S.E. Yamhill Street Section.

A 30-day time extension is hereby granted for additional work in constructing the "Y" connection, dewatering and delays due to excess water. Delays caused by boulders were considered, but not granted additional time. There remain 35 days liquidated damages.

Any questions concerning this time extension should be referred to the Resident Engineer.

Sincerely,

H. S. Coulter
State Highway Engineer

cc Jack Lewis
Box 415
Orem, Utah 84057

bc FHWA
E. L. Hardt
C. T. Keasey
Jerry Street
Robert Church
Richard Hacek

OBJ:fr ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8462

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 1, 1978

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S. Banfield Intch.-S.E. Yamhill St.
Multnomah County
FAP No. I-205-7(37)310
Contract No. 8462

W. J. Lewis Corporation, contractor on the subject project, has requested a 65-day time extension. The request is based on extra work and delays caused by boulders and water intrusion. Some pertinent dates are:

Date of award	12-29-76
Day count began	1-12-77
Work began	4-12-77
Calendar days authorized	400
Calendar days used	465

A "Y" connection was added to the tunnel under Price Agreement No. 4 to accommodate a future system proposed by the City. Work on the connection began March 28 and was completed April 11, or 15 calendar days. The work was done in conjunction with the poured in place tunnel liner section making a precise determination of extra time difficult. The 12 days initially agreed to in the P.A. appears reasonable and should be granted.

A large perched water table was encountered where dewatering operations were required. Dewatering, covered by E.W.O. No. 5, began January 10. Between January 18 and January 25 tunnelling operations were slowed to little or no progress until the dewatering was completed. These eight days should be returned to the contractor.

Saturated freeflowing sand and free water were encountered at many locations in the south end of the tunnel. This condition fouled the machinery and delayed the tunnelling operations. The project Special Provisions state, "Water encountered in excess of 50 gallons per minute will be controlled and paid for on an extra work basis." The Resident Engineer feels the amount of water may have been over the 50 gpm on several occasions. The criteria for responsibility was very difficult to determine under actual working conditions. Time should be allowed for delays due to excess water and we have identified 10 days during which the work was delayed for this reason. These days should be returned to the contractor.

Some 12 to 36 inch boulders were encountered in the north half of the tunnel and these slowed the contractor's progress due to additional hand labor. The contractor is asking the lost time be returned, as the presence of boulders was unexpected. Although boulders were not indicated on the drill logs, the possibility of their presence should not have been overlooked.

RECEIVED
STATE HWY ENGR
SEP 5 '78
REFER TO
FOR
File
Act
Sign
D/R
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Inves
Info

The Special Provisions state that the foundation data included applies only to the particular boring taken and are not intended to be conclusive as to the character of any material, or condition between borings. It is recommended that no time be granted for boulder delays.

In summary, the contractor should be granted 12 days for extra work in constructing the "Y" connection, eight days for dewatering operations and 10 days for excessive water delays for a total of 30 days. There remains 35 days liquidated damages.

The contractor's written request offered to waive all rights to claims arising out of ground conditions with the granting of his entire time extension request. As the total time cannot be justified, there remains the possibility of future claims on this project and they will, if and when submitted, be evaluated on their merits.

FHWA approval is not required. A rough draft letter to the contractor is attached.

OBJ:fr

Att.

cc: Ed Hardt
Jerry Street
Robert Church
FHWA

Form 81-734-3330

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date July 10, 1978

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 400 days to 465 days, within which to complete our Contract No. 8462, without the assessment of liquidated damages. The said contract is described as follows:
I-205 Sewer Tunnel South Banfield Interchange/Yamhill

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: On various days throughout the construction of the tunnel, boulders and water intrusion deterred the contractor's ability to progress. In addition, a wye structure was added to the job which required additional time.

Respectfully submitted,

W J LEwis Corporation
Contractor

By Jack Lewis

CONSENT OF SURETY

Date July 14, 1978, 19

We, Employers Mutual Liability Insurance of Wisconsin, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William R. Curtis
Attorney-in-fact
William R. Curtis (SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8462 Contractor W.J. Lewis Corporation

Highway East Portland Freeway

Section S. Banfield Interchange - S.E. Yamhill Street

Kind of Work Sewer Tunnel

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

A 30-day time extension is granted due to extra work and excessive water delays.

Recommended for Approval:

Marvin Croft
Region Engineer

O. B. Jackmond For
Construction Engineer ~~or Bridge Engineer~~

H. S. Coulter
State Highway Engineer

SP*19063-734

Contract No.	8462
Project designation	I-205-7(37)310 State-Federal
Date awarded	December 29, 1976
Work started	April 12, 1977
Per cent completed	100% June 8, 1978 Date
No. of Workdays Allowed	400
No. of Workdays Used	465
No. of Added Workdays Requested	65

#2412

State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Employers Insurance
of Wausau

2000 WESTWOOD DRIVE • WAUSAU, WISCONSIN 54401 • PHONE (715) 845-5211

COPY

Kobin and Meyer
Attorneys at Law
Suite 800
610 Southwest Alder Street
Portland, Oregon 97205

August 15, 1978

Claim 42-3305
Bond 2050-10-048475
Principal - W. J. Lewis Corporation
Obligee - State of Oregon
Project - Sewer Tunnel at South Banfield
Interchange and Southeast Yamhill
Street, Multnomah, Oregon

Employers Mutual Liability Insurance Company of Wisconsin, as Surety, acknowledges your letter of June 21, 1978 giving notice to the office of the Secretary of State, State of Oregon, of claim in the amount of $2,871.08 on behalf of your client, Willamette Western Corporation DBA Western Pacific Construction Materials Company for materials allegedly delivered to the project.

Our inquiry with the principal indicates that your client delivered materials to the project that were not in compliance with the specifications. Therefore, the principal has refused payment for said defective materials.

This letter should not be construed as an admission of liability under the bond nor a waiver of any of the rights of the surety. This letter is submitted without prejudice.

Joseph A. Madagan, Jr.

Joseph A. Madagan, Jr.
Senior Surety Supervisor
HO 78

NOTED
C. W. HEAD

RECEIVED
AUG 18 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8462

J

OREGON STATE
HIGHWAY DIVISION
REGION I
JULY 6, 1978

3700 S.E. 92ND AVENUE, PORTLAND, OREGON 97266 PHONE 238-8248

EMPLOYERS INSURANCE OF WAUSAU
3130 WILSHIRE BLVD.
LOS ANGELES, CALIFORNIA 90010

RE: S. BANFIELD INTCHG - S.E. YAMHILL ST.
I-205 STORM SEWER TUNNEL
CONTRACT NO. 8462

ATTENTION MR. JAMES BRENNAN

I am responding to your June 19, 1978 letter to Mr. C. W. Head of The Oregon Transportation Commission concerning the performance of the W. J. Lewis Corp. on the subject project.

I have been the Resident Engineer on this project in charge of the inspection of their work, so I have worked very close with the W. J. Lewis Corp. for the last eighteen months. I have found them to be cooperative and to perform thier work in a workmenlike manner. Though this project overrun the 400 Calender Day contract time by 65 days, there is some extenuating circumstances whereby the contractor was not entirely at fault. In addition, the contractor chose to use a innovative tunnel construction technique that is new to the United States. Under a Value Engineering clause in the contract, he substituted pre cast concrete tunnel segment construction for the conventional construction plan. The W. J. Lewis Corp. spent a great deal of time and money developing the equipment to instigate this type of construction. They had some problems using this equipment for the first time but they should overcome these problems on the next project. In general, they performed satisfactory work.

For any further information, do not hesitate to contact me.

VERY TRULY YOURS,
Jerry C. Street
JERRY C. STREET
RESIDENT ENGINEER

JCS:rk

CC: C. W. HEAD, MANAGER, COMMISSION SERVICES
CARROLL T. KEASEY, CONSTRUCTION ENGINEER
M. A. CRAFT, OSHD, MILWAUKIE

NOTED
C. W. HEAD

8462 8

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. BANFIELD INTCHG - S.E. YAMHILL ST.

WEEK ENDING: JUNE 9, 1978

SECTION PREFIX: 626-1077-900

HIGHWAY: EAST PORTLAND FREEWAY

COUNTY: MULTNOMAH

NAME OF JOB: S. BANFIELD INTCHG-SE YAMHILL ST

KIND OF WORK: SEWER TUNNEL

CONTRACTOR: W.J. LEWIS CORPORATION

CONTRACT NUMBER: 8462

FEDERAL AID PROJECT NUMBER: I-205-7(37)310

DATE OF CONTRACT: DECEMBER 29, 1976

DATE WORK STARTED: APRIL 12, 1977

ESTIMATED COMPLETION DATE: Pt A 6/6/77 Pt B 6-8-78

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 2

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: Pt B 400

CALENDAR DAYS USED: 465

SPECIFIED COMPLETION DATE: Pt A 6/6/77

PERCENT OF TIME ELAPSED: 116.25

PROJECT AUTHORIZATION: $2,617,724.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $2,431,574.97

ENGINEERING AUTHORIZATION: $186,149.28

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,320,306.00

ENGINEERING COST TO DATE: $170,000.00

DATE PROJECT WAS COMPLETED: JUNE 8, 1978

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.58 %

PERCENT OF AUTHORIZATION: 91.32 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Loader, 1-Sheepfoot Roller, 1-Flatbed Truck and 1-Pickup Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	SEWER TUNNEL	MAN-HOLES	HALSEY STRUCT	III PIPE	3000D PIPE	TRENCH EXCAV	SADDLE CONC	ILLUM.
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	~~WORK~~ Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	FAIR	0		
MONDAY	FAIR	0		
TUESDAY	FAIR	0		
WEDNESDAY	PARTLY CLOUDY	0		
THURSDAY	CLOUDY	0		
FRIDAY	SHOWERS	0		
SATURDAY		0		

K
RECEIVED
JUN 12 1978
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

JUNE 4 SUNDAY	NO ACTIVITY
JUNE 5 MONDAY	LEWIS: Hauling material and equipment to storage yard in Corbett. Aerating backfill material for manhole at 359+70.
JUNE 6 TUESDAY	LEWIS: Continued hauling material and equipment to storage yard in Corbett.
JUNE 7 WEDNESDAY	LEWIS: Continued hauling material and equipment to storage yard in Corbett. Began backfilling manhole at Sta 359+70.
JUNE 8 THURSDAY	LEWIS: Continued hauling material and equipment to storage yard in Corbett. Finished backfilling manhole at Sta 359+70.
JUNE 9 FRIDAY	LEWIS: Continued hauling material and equipment to storage yard in Corbett.
JUNE 3 SATURDAY	NO ACTIVITY

REMARKS

SUMMARY: Contractor moving material and equipment to storage yard in Corbett. Finshed backfilling the manhole at Sta 359+70.00.

ANTICIPATED: Contractor will finsih moving material and equipment to the storage yard in Corbett.

SECOND NOTIFICATION SUBMITTED ON JUNE 8, 1978.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Jerry C. Street LOCATION PORTLAND

JERRY C. STREET, RES. ENGR

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

I-205(Portland,Oregon) STORM SEWER PRECAST CONCRETE SEGMENTAL TUNNEL LINER

MR. J.C. STREET, P.E.
PROJECT RESIDENT ENGINEER
of the
OREGON DEPARTMENT OF TRANSPORTATION
at the
4th Annual Meeting
of the
NORTHWEST BRIDGE ENGINEERS' SEMINAR
on October 5, 1977

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References...Reference Section

1.0 BACKGROUND

The I-205 storm sewer in East Portland is designed to drain storm water off the new freeway from near Powell Blvd to the Columbia River, a distance of 8 miles. The sewer basically follows the alignment of the freeway. The storm water will flow through the sewer by its own gravity with a fall of approximately 300-feet from Powell Blvd to the Columbia River. This sewer will drain approximately 4,000 acres of combined freeway and urbanized area. The contruction of the storm sewer will be divided up into several individual contracts. Most of these contracts will include the sewer construction as part of the main grading work since the depth of the sewer will be shallow, making cut and cover construction feasible. However, one portion of the sewer from S.E. Yamhill St. to Halsey Blvd (6,300 lineal feet) is of such great depth that tunneling is necessary (See Figures 1 and 2). Because of this fact this section of the storm sewer was designed as a tunnel and was made into a separate construction contract. The construction of this tunnel is the subject of this presentation.

1.1 Location

The subject section of the storm sewer is located in the I-205 Freeway corridor between S.E. Yamhill Street and N.E. Halsey Blvd in East Portland. The I-205 Freeway is a new freeway being constructed around the east side of Portland and Vancouver, Washington. It is a 36-mile transportation corridor beginning at Tualatin on I-5 and ending at I-5 again just north of Vancouver. It will provide an east side bypass of the congested Portland-Vancouver metro area and give easy access to the east Multnomah County areas and to the Portland International Airport. The freeway will also offer much needed relief to the congestion occuring on the I-5 Bridge across the Columbia River. The Freeway is presently completed from Tualatin to S.E. Foster Road in Portland and from the Columbia River north to I-5 in Washington. Many different construction contracts are underway on the uncompleted portion of the Freeway which is due for completion in 1982.

1.2 History

The original design of the subject storm sewer was based upon a cooperative agreement between the Oregon Department of Transportation (ODOT), Multnomah County and the city of Portland. The County anticipated draining some 2,450 acres with a peak flow of 540cfs and the City was to contribute 100cfs at peak flow. The proposed project was to have incorporated the storm drainage from approximately 4,900 acres of east Portland including up to 1,000-feet on either side of the Freeway. However, the County withdrew from the project in 1975 so that the preliminary design dimensions of the tunnel portion of the sewer could be decreased from 102-inches inside diameter to 84-inches inside diameter.

The tunnel portion of the storm sewer is designed to carry 385 cfs which is adequate to handle ODOT's anticipated 285cfs and the cities' 100cfs. The City will enter the storm sewer system at manholes near Yamhill Street, south of Glisan Street, and at a "Y" connection near Halsey Street.

Since the tunnel would not be related to the grading contract in the vicinity it was desired to expedite the tunnel construction to be ahead of the grading contracts to avoid conflicts. However, a concentrated effort by some citizens to stop construction of the uncompleted portion of the Freeway delayed Federal approval of the project. The draft Environmental Impact Statement was not completed until 1975 and public hearings were held in the Spring. It was not until the summer of 1976 that Federal approval for this portion of the freeway was acquired by ODOT. The design of the storm sewer tunnel followed immediately and a contract was advertised for bid in December of 1976.

2.0 PLAN TUNNEL DESIGN

The storm sewer tunnel was designed as a conventional rational "rigid" type tunnel in soft ground. It was to have an 84-inch inside diameter which would be adequate to carry a peak storm runoff of 385cfs. The tunnel would be approximatley 6,300 lineal feet in length. It would vary in depth from 35-feet at S.E. Yamhill Street to 100-feet between Burnside and Multnomah Streets and back down to day-lighting north of Halsey Street. See Figure 2. The flow line grades would vary between manholes from 4-thousands to 6-thousands of a foot per foot. Two manholes would be constructed on this project. One manhole would be 35-feet deep and located north of Yamhill Street while the other would be 100-feet deep and located south of Glisan Street. The tunnel alignment would be straight between the manholes.

2.1 Soil Geology and Exploration

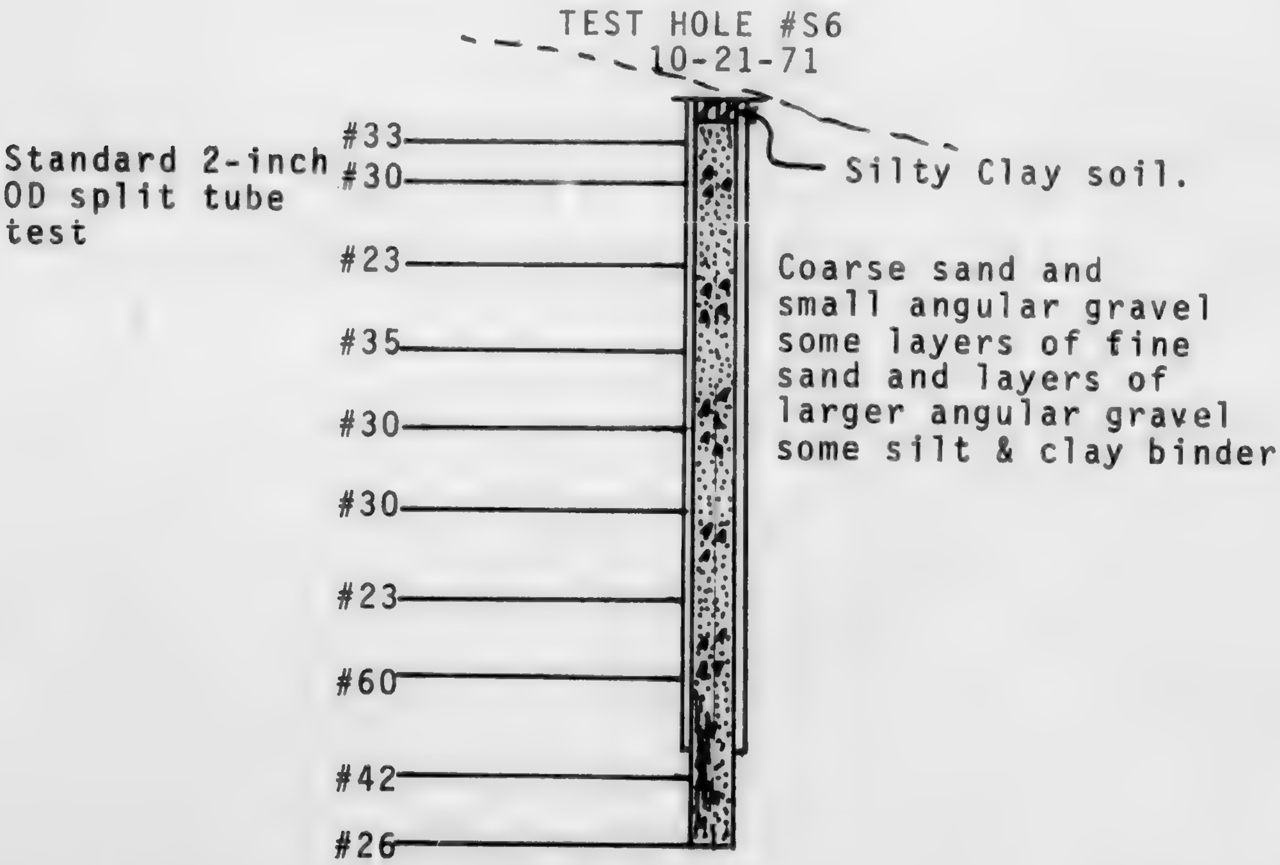
The topography of the I-205 study area is varied. The valley floors of the Columbia and Willamette Rivers are nearly flat to gently rolling terraced surfaces. The altitude, near sea level at the confluence of these rivers, rises to nearly 300 feet on some of the higher terraces. A number of small buttes or "stumps" of recent volcanic origin protrude above the terrace in East Portland including Rocky Butte, 612-feet; Kelly Butte, 593-feet; and Mt. Tabor, about 645-feet in elevation. A major break-in-grade exists immediately north of the Banfield Freeway and Rocky Butte, representing the edge of the recent flood plain of the lower Columbia River.

Exposed rocks in the study area range in age from Pliocene to Recent and occur in sedimentary and volcanic formations. The oldest consolidated formations underlying the East Portland area are volcanic and marine sedimentary units. Overlying these formations are the lava flows of the Columbia River Basalt. The upper strata of basalt is found at a depth of about 1,000-feet beneath East Portland and the unit is 800 to 1,000-feet thick. The Sandy River Mudstone, consisting mainly of indurated lake beds of silt, clay and fine sand, unconformably overlies the basalt. This unit was formerly considered to be a lower part or member of the Troutdale Formation. The Troutdale Formation unconformably overlies the mudstone and is the main water-bearing formation in the area. This unit consists mainly of well-indurated sandy conglomerate with local layers of stratified claystone and siltstone. Basaltic lava, tuff and volcanic cinders comprise the Boring Lava which unconformably overlies and in places intrudes the Troutdale Formation. In East Porland, the intrusion of this unit is evident at Rocky Butte, Kelly Butte and Mt. Tabor.

Fluviolacustrine deposits, deposited by the ancestral Columbia River on the eroded surface of the Troutdale Formation, form an extensive fill in the valley of the lower Columbia River. These unconsolidated deposits of gravel, sand, silt and clay are distributed widely in East Portland and form what is termed the "Portland Terrace". The thickness of this formation varies from less than 100-feet to as much as 150-feet. Recent alluvial deposits cover the flood plain of the Columbia River at depths less than 50-feet to 175-feet. The upper portion of this unit is composed mainly of sand, silt, and clay, while deeper parts include some gravelly layers.

The principal subsoil type in the project area is a mixture of clay, sand and pebbles; little cobble material (stones with a diameter greater than four inches) is present.

Thirteen test holes were drilled about 500-feet apart by State Highway forces to determine foundation conditions along the proposed tunnel route. All holes were drilled at least five feet below the flow line of the tunnel. Rotary drills were used in accordance to the procedures outlined in the "Manual on Foundation Investigations" by AASHO, copyright 1967. Although all the test holes showed a dry condition, and the design of the tunnel is based on dry conditions, as opposed to submerged conditions, it would not be surprising to find zones of seepage water at various locations along the tunnel. An average drill log is shown below.


TEST HOLE #S6
10-21-71
Standard 2-inch OD split tube test
#33
#30
#23
#35
#30
#30
#23
#60
#42
#26
Silty Clay soil.
Coarse sand and small angular gravel some layers of fine sand and layers of larger angular gravel some silt & clay binder

Foundation conditions were found to be fairly uniform from the ground surface below overburden to below the bottom of the sewer tunnel. Medium to very dense gravels were found. The gravels are generally on the small size and are predominately sandy, but contain varying amounts of silt and clay binder. Occasionally larger gravels were encountered and scattered cobbles are noted in some of the drill logs. The foundation section recommended the tunnel be designed for a soft medium soil of 100 lbs per cubic foot with an angle of 37 degrees internal friction.

2.2 Plan Alternatives

This tunnel project was designed so that contractors would have several alternatives to consider when bidding the project. It was felt that by giving the contractors alternative construction methods very competitive bids would be received. The alternative tunnel cross sections consisted of the following construction:

A. The tunnel support system could consist of either 5-inch by 10 lbs. steel ribs at 4-foot centers with a 4-inch thick wood lagging, or of 12 gage-2 flange, or 10 gage-4 flange steel liner plate (See Figure 3).

B. The cross-sectional area of the tunnel liner could either be cast-in-place reinforced concrete; 10-inches thick with a double mat of reinforcement or 12-inches thick with a single mat of elliptical reinforcement.

C. Also, the tunnel liner could be made of precast pipe sections and jacked or placed in position inside the tunnel support system if the contractor elected.

In all cases the contractor would be required to pump a grout mix (sand-cement slurry) through the concrete liner into voids between the liner and the support system and into voids behind the support system. Four 2-inch diameter holes equally spaced around the circumference of the tunnel on 10-foot centers would be cast in the concrete liner. These holes would be used to pump grout through the liner. The cast-in-place concrete would obtain a 28 day compression strength of 3,300 psi.

3.0 CONTRACTORS VALUE ENGINEERING PROPOSAL CHANGE

The bids for the storm sewer tunnel contract were opened in December of 1976. The W.J. Lewis Company of Fontana, California was the low bidder for a price of $2.3 million and was awarded the contract. After studying their position, the W.J. Lewis Company offered the State of Oregon a new type tunnel design under the value engineering proposal. The proposal consisted of the use of pre-cast concrete segmental construction in consideration for being allowed to increase the size of the tunnel to 96-inches inside diameter and for a monetary credit to the State of Oregon. The larger size tunnel was needed in order to make segmental construction more economical by reducing the cost of miniaturizing their equipment for this work. Pre-cast segmental construction is the practice of erecting a number of segments together to make a ring. Each ring is assembled within the protection of the tailpiece of the tunnel boring machine. These rings form a lining which serves both as a primary support and the final tunnel lining. A great deal of cost savings can be realized by deleting the tunnel support system and using the in place segments to push off to advance the tunnel boring shield.

There is consenus of opinion among notable experts in the art of tunneling that segmental linings will experience greater application in tunnels in the future. The W.J. Lewis Company felt that this storm sewer tunnel would be ideal for developing this new technology. The methods spelled out in the original plans were thought to be headed toward obsolescense or specialized applications. The technology for this new method as proposed by the contractor included not only erecting the segments in the tail of the shield but the expanding of the lining against the surrounding soil upon leaving the shield. If this expansion of the segments could be successfully accomplished, there would be no need for doing expensive grouting behind the lining and overhead ground subsidence could be kept to a mininum. This last accomplishment would open the door to many underground tunneling contracts where support of the overlaying structures are critical. The majority of the cities in the United States have been built at least partially on river deltas, flood plains or near large bodies of water. The geology is such that Soft Ground Tunneling (SGT) techniques must be used for construction of underground facilities. With the value of land at a premium, it is assured that more and more underground facilities of all types are going to be constructed in the future. If a tunnel technology can be developed which deletes expensive tunnel support systems, eliminates the need for grouting and minimizes overhead soil subsidence under valuable overhead buildings and structures, truly this technology will become a valuable tool in the future of underground tunneling.

3.1 Pipe Segment History

Tunnel construction can be divided into two general types by the kind of soil medium encountered. One type is hard rock tunneling where the rock is competent and requires blasting to remove and will stand unsupported until permanent supports and lining can be installed. The second type is called Soft Ground Tunneling or SGT, where the material is not competent and the heading must continuously be supported. Soft ground may consist of broken rocks and/or loose and/or compacted soils. The subject tunnel is of the latter type of tunnel construction. The history of SGT goes back into antiquity, however, the development of this art of tunneling has been slow. A major technological breakthrough occured in 1818 when Brunel introduced the shield.

The shield is a basic frame for excavation of the heading. It acts as a gauge cutter and provides protection for the workers. The main shield must be designed to withstand the maximum soil pressure expected to be encountered as its primary function is to furnish support for the tunnel bore until the tunnel support system is placed (See Figure 10). With the advent of the shield, SGT became more economically feasible. Still, a great deal of cost continued to occur because of the necessity to install a tunnel support system the length of the bore prior to placing the primary lining system inside of that system. The tunnel support system becomes lost in the tunnel and can not be recovered after the final liner is in place. Logically the development of the art of installing a final liner which would also suffice as the main tunnel support system followed. This new art was first developed in Europe. It consisted of using steel-bolted segments which could easily be transported into the tunnel through the lining already in place. These segments could then be erected in the tail of the shield to form a ring which would be capable of acting as both tunnel support and the final liner. The first segments were made of steel and bolted together. Later, when concrete came into popular use, precast concrete segments were used as the liner. The European method usually involved the use of a large number of concrete arch sections which fit together to form a ring. The ring was sometimes formed from as many as 14 segments.

Segmental tunnels began being installed in the United States in great numbers in the early 1970s. The Americans usually constructed rings of only four segments in contrast to the much greater number of segments being used in Europe. Americans also experimented with different types of joints. Sometimes they used a normal flat butt joint with no hinging across the joint. A brief description of some of the precast segmental tunnels in North America follows:

1. The Neebing-McIntyre Sanitary Sewer Tunnel in Thunder Bay, Ontario, Canada. The tunnel was 11,000-feet long and 85-inch inside diameter segmental liner. Each ring was 3.28-feet long and made of four precast concrete non-reinforced trapezoidal-shaped segments. The tunnel was located in soft clay approximately 42-feet below the ground surface. In place of expanding the liner, the contractor grouted between the liner and the bore diameter as the shield advanced. An unusual aspect of this project was that a controlled crack inducer joint was installed at the outside center of each segment. After installation this crack migrated through the segment thereby producing, for all practical purposes, an 8 segment piece ring.

2. A portion of the Mexico City subway was made of precast segmental lining. Approximately 4,000 lineal feet of 28-foot inside diameter lining was installed. The lining comprised three segments per ring. The rings were made only 3-feet long due to the sharp curvature of the tunnel. The rings were both expanded and grouted.

3. The 6.8 mile long Buckskin Mountain Tunnel in northern Arizona was constructed using four tongue-grooved segments per ring. The inside diameter was 22-feet and the ring length was five feet. This tunnel was drilled through hard rock and the segments were set up in postion and grouted behind.

4. The San Fernando Tunnel in California was constructed 22-feet in diameter. It was made of four precast trapezoidal segments four feet long. Advances of 219 feet per day were achieved.

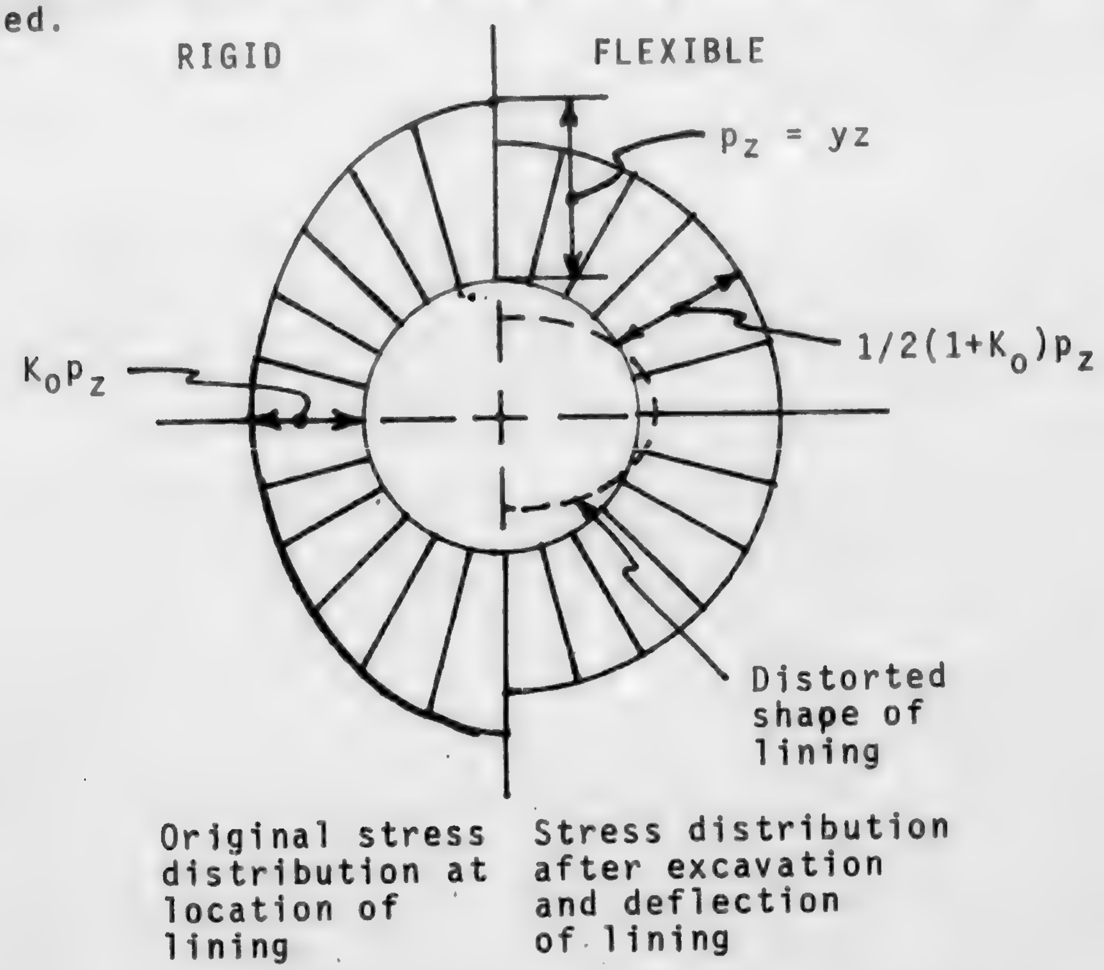
5. Stevens Creek Culvert at Cupertino, California was constructed for CALTRANS by the W.J. Lewis Company. That tunnel was 22-feet in diameter. The four concrete segments were between eight and ten inches thick depending upon the location of the segments in the ring.

3.2 Pipe Segment Basic Design

It is estimated that over $35 billion will be spent on the installation of underground tunnel-type facilities in the United States during the next 20 years. Mining oriented projects will add another $34 billion to this figure. The construction of tunnels is a slow, expensive and often dangerous undertaking. A large portion of materials and expense is devoted to the lining of the tunnel. Lining materials alone is often on the order of 30 to 40 percent of the tunnel cost and may exceed 50 percent in certain cases. Therefore, any improvements in design and construction of linings can result in large savings.

The use of precast concrete segmental linings is one improvement that can lower the cost of tunnel-type facilities. If the segmental lining can be designed to satisfy the requirements of the final lining, additional savings up to 15 percent of the total cost of the tunnel can be realized by eliminating the secondary lining. Also, these segments can be used to provide the propulsion of the tunneling excavator shield at an advantage over jacking against a tunnel support system.

One of the reasons the segmental linings have been held back is due to the basic traditional design techniques used in analyzing tunnels. The economy of the segmental system is lost if it is designed as a traditional "rigid" liner. A "rigid" type liner is designed so it does not deform under load and there can be no interaction and change in the initial loading. This converts to much higher forces than calculated when the liner is designed to be flexible. A "flexible" liner is assumed to be incapable of carrying bending moments and deforms under initial loading until equilibrium is reached under an external pressure that is nearly uniform. See the sketch below for a comparison for the two designs. The means of accomplishing the redistribution is a distortion of the lining from a circular shape to a slightly elliptical shape. The horizontal axis will become longer because of outward deflection of the side of the "flexible" lining is required to build up the side stress; at the same time the vertical diameter must shorten and vertical stress will decrease. The deformation will take place to whatever extent is required to bring about equality of the radial stress in all directions. If the capacity of the lining is sufficient to carry the ring stress associated with the radial stress and if local buckling is prevented, the "flexible" lining will be entirely satisfactory for support of the surrounding earth. No bending moments can exist in the lining and no bracing strength is required.


RIGID
FLEXIBLE
$p_z = yz$
$K_o p_z$
$1/2(1+K_o)p_z$
Distorted shape of lining
Original stress distribution at location of lining
Stress distribution after excavation and deflection of lining

Stresses and Deflections of Hypothetical Linings

The favorable distribution of all radial stresses on the tunnel lining is produced by the development of shearing stresses in the surrounding soil mass. If the shearing stresses remained essentially constant after the necessary deformation took place, no further distortions would occur; otherwise continuous movements of the lining would be expected. Experience has demonstrated that all real soils are capable of withstanding shearing stress up to some definite limiting magnitude without creep or relaxation. The shearing stresses become a part of the permanent system of stress or tunnel support by which the soil surrounding the tunnel operates with the tunnel lining in maintaining the stability of the opening. Indeed, in most instances the soil surrounding a tunnel is not only the source of loading on the tunnel but the source of most of the ability of the tunnel to exist in the medium. Rational tunnel design takes into account the strength and stress-strain-type properties of the surrounding soil. This "flexible" design leads to the following semi-empirical four-step design procedures as authorized by Reference #1.

a. Provide adequately for the expected ring thrust.

b. Provide for anticipated distortions due to bending.

c. Consider buckling.

d. Make allowances for external conditions not included in a,b or c.

Ring Thrust - The compression in the lining $(\sigma = p \frac{a}{t})$ where (a) is the external tunnel radius and (t) is the lining thickness (or section area per unit length). The average radial load (p) must for design purposes be selected as the maximum value possible during the lifetime of the structure with a suitable safety factor.

Bending - It has been demonstrated that the distortion of a lining varies within quite narrow limits even with widely varying soil conditons and lining rigidities. The relative distortion $(\frac{\Delta D}{D})$ (relative diameter increase or decrease) in all reported cases is less than 1 percent and frequently of the order of 0.1 percent. For a given distortion the movement of the lining is greater the more rigid the lining is. It is proven that it is futile to counteract the distortion by increasing the rigidity. If the distortion is acceptable, it would appear much more feasible to make the lining as flexible as possible, either by making it as thin as practical or introducing a number of movement-free joints in the lining (Segmental lining for example).

Buckling - A buckling failure due to earth pressures acting in planes at right angles to the tunnel axis are highly improbable. On the other hand, buckling has been noted if ribs or other forms of lining are used which are not in continuous contact with the soil. Hence, it appears justified on the basis of experience to ignore the possibility of buckling due to forces in planes normal to the axis of the tunnel and omit any structural features explicitly designed to prevent such buckling. On the other hand, the lining and its components should have certain minimum resistance against local buckling, torsional failures and other modes of failure caused by construction procedures and irregularities.

External Conditions - The construction of adjacent tunnels adds appreciably to the radial loads and distortions of the tunnel lining. The influence of adjacent operations such as pile driving or excavating small holes in the tunnel wall may be accommodated by continuity and logitudinal strength of the tunnel. These conditions could present some problems when considering segmental lining.

If this four-step design approach is used the principle cost of the materials used in a tunnel lining can be reduced because there is no attempt to withstand bending movements due to nonuniform loading across the periphery of the tunnel. By permitting distortion of the lining the moments may be greatly reduced. Such a lining will unquestionably be lighter and less expensive than one designed to resist all deformation.

3.3 I-205 Sewer Pipe Segment Design Proposal

The contractor proposed using four 6-inch thick precast concrete segments per ring. The inside diameter of the ring would be 96-inches and the ring would be placed in five foot lengths (See Figure 4). The segments would be made of 4,000psi compression strength concrete and would have a wire mesh reinforcement. The segments would be erected in the tail of the tunnel shield and expanded hydraulically into tight contact with the circular hole cut by the tunnel shield. This induced prestress in the contact soil would tend to increase the contact between the lining and the surrounding soil thereby reducing radial stresses. In addition, a 21-inch gap would be left at the bottom of the ring to allow for additionally induced ring stresses. The stresses would be applied by hydraulic jacks fitted into the gap and expanded during the ring expansion cycle. The gap would then be permanently held by two steel stulls and shims. Upon completion of the segment installation in the tunnel the gap would be filled with non-shrink concrete. It was anticipated that the use of a tunnel shield followed by the ring expansion would make grouting behind the segments unnessary. Both the circumferential and transverse joints between the individual segment pieces will have a ¼-inch thick rubber neopreme compression gasket installed between the segments. As the segments are expanded internally and are pushed upon longitudinally by the shield during its forward advance the rubber gasket is compressed between the segments sealing the joints and making the joints watertight. A caulking sealant will also be placed into the joints as a further protection.

Using the design information given in Section 3.2 the "flexible" analysis of the I-205 sewer tunnel yields the following solution:

1. Provide for ring thrust:

The compression in the lining ring $\left(\sigma = p\frac{a}{\tau}\right)$ where

$p\ max = pz = \gamma\ H\ max = \left(130\ LBs/FT^3\right)\left(100\ FT.\ Depth\right)$

$= 13{,}000\ LBs/FT^2$

and (a) = radius of bore or 4.5 feet and

(τ) = wall area per unit length or $(6\ IN)\ (12\ IN/FT) = 72\ IN^2/FT$

Then $\sigma = \dfrac{13{,}000\ LBs/FT^2 \quad 4.5\ FT}{72\ IN^2/FT} = 812.3\ LBs/IN^2$

This is an extremely conservative design and does not take into account the arching effect of soils over deep tunnels.

Since the segments will be made of 4,000psi concrete the safety factor is greater than 4 to 1.

2. Provide for Distortions Due to Bending

Refer to Figures 2.9 and 2.16 in Reference #1. The diameter coefficient $\frac{\Delta D/D}{\gamma H/M_c}$ is constant for flexibility ratios greater than 30 and is constant for H/D ratios greater than 2.4. The I-205 liner is considered to be completly flexible due to flat butt joints with compression gaskets which allows small rotations and approach ideal hinges. The max value of

$$\frac{\Delta D/D}{\gamma H/M_c} = 1.6 \text{ by finite element}$$

Therefore $\Delta D/D = (1.6)\left(\frac{\gamma H}{M_c}\right)$ where M_c = Bulk Modulus or $\frac{E}{3(1-2\mu)}$ and $E = 2.8\times10^4$ psi and $\mu = 0.4$

Then $$\frac{\Delta D}{D} = 1.6\left[\frac{13{,}000\ \text{LBS}/\text{FT}^2}{\frac{2.8\times10^4\ \text{psi}}{3\,(1-(2)(0.4))}\left(144\,\frac{\text{IN}^2}{\text{FT}^2}\right)}\right] = 0.00310$$

$\Delta D = 0.00310\,D = 0.30$ in. for 96 in. ϕ This is acceptable.

3. Consider Buckling

A buckling failure due to earth pressures acting in planes at right angles to the tunnel axis are highly improbably except possibily in extremely soft cohesive soils at shallow depths or in cases where the dominant loading of the lining is a water pressure.

4. External Conditions

The I-205 tunnel lies almost entirely beneath the proposed freeway. Because of this and the amount of cover, it seems unlikely that any excavation in close proximity to most of the tunnel would ever occur.

The contractor also proposed modifying the manhole design on the contract. There are two manholes to be constructed with the tunnel. One manhole south of Glisan Street is 100-feet deep while the other manhole north of Yamhill Street is 35 feet deep. The original design called for these manholes to be offset to the center line of the tunnel. An elaborate loading platform was designed into the tunnel. To accomplish this the bottom portion of the manhole was shown to be a reinforced concrete rectangle 14-feet by 20-feet. The contractor proposed a constant cross section from the surface to the spring line of the tunnel. The manhole shaft could then be constructed by excavating inside the manhole rings and the bottom portion could be poured from inside the tunnel. The original design would have necessiated shoring a huge 14 by 20-foot hole for 100 feet in depth to construct the center manhole. A large credit was offered to the State by the contractor if his proposal is found to be acceptable.

4.0 CONSTRUCTION

The contractor began construction of the storm sewer tunnel in Arpil of 1977. He had to initially install about 400-feet of precast 7-foot diameter pipe north of the Halsey Street structure in an area of shallow cover over the storm sewer which made tunneling impractical. The pipe was cast off the site by a local pipe supplier. This pipe was made the first order of work in order to have the pipe in place prior to another contractor beginning work in the same area placing main line I-205 fill over the storm sewer.

4.1 Pipe Segment Casting

The contractor negotiated with several local suppliers concerning the supplying of precast concrete tunnel pipe segments. A deal could not be consumated so the contractor, W.J. Lewis Company, decided to cast the segments themselves at the site. They cleared a work area of over two acres in size (See Figures 5 and 6). Because of the high quantity of segments needed (5,000) and the short construction time limit, it was felt that some system should be set up to cast 80 segments a day. In order to have the segments match each other in ring configuration it was necessary to adhere to very tight forming tolerences. This necessitated the use of steel and concrete forms over the use of wood forms. The excessive steel form costs negated the use of a large quantity of steel forms. Therefore, the contractor arrived at buying eight specialized fabricated steel forms to be used for pouring four inside curve concrete molds and four outside curve concrete molds. These steel forms were used to make a total of fifty concrete molds. The concrete molds were reinforced with #4 and #5 reinforcing steel in anticipation of rough handling. Four rebar loops were cast into the top side of the molds so that they could be picked up and moved about with a fork lift equipped with a cage and four chain grabbers. Two inserts were cast into one side of the mold and two holes cast into the other side of the mold to receive 1¼-inch diameter steel bolts. These bolts were used to tighten mold forms and to untighten forms to facilitate stripping of molds from poured segments. The contractor was able to set up segment casting schedules whereby 40 molds were stripped and readied for early morning concrete pour. After four to five hours these molds were stripped and readied for the late afternoon concrete pour. After the molds were stripped off the segments, the segments were sprayed with liquid cure membrane and left standing untouched for seven days. After seven days they were picked up and stock piled close together by a loader bucket outfitted with a friction device for picking up segments.

4.2 Shield-Gantry Equipment

The contractor's basic tunnel equipment consists of a 20-foot long metal shield followed by a 165-foot long work gantry. This equipment is serviced by a 36-inch gauge standard industrial railroad system (See Figure 9 for a schematic of the system).

The shield is also shown by itself in Figure 10 and cuts a bore nine feet in diameter. It is advanced by 12 hydraulic thruster jacks in five foot increments. The jacks push against the installed concrete pipe segments. A double auger mining machine helps excavate material onto a conveyor belt which runs back through the top of the gantry and unloads the soil into the railroad muck cars. The shield is constructed of heavy gage steel with the front beveled cutting edge being made of 1½-inch thick steel. The top leading edge of the shield leads the bottom edge by a 30 degree angle with the vertical.

The conveyor belt is 34-inches wide and is driven by a 20hp variable speed electric powered hydraulic motor system. The mining machine augers which feeds the conveyor belt are 18-inches in diameter and are driven by a 50hp variable speed electric powered hydraulic motor system.

The segment erector and segment expander machines are located in the tail of the shield and the cantilevered end of the gantry. These items are discussed in Sections 4.6 and 4.7 in detail.

The gantry itself is made of welded steel pipe and bar stock. It has a basic diameter of 88-inches and came in six sections which were bolted together. The back 120-feet of gantry exists to allow the railroad engine to maneuver the two segment cars and the four or five muck cars into various positions. A railroad track is welded inside the gantry to receive the muck and segment cars. The front portion of the gantry (adjacent to the shield) receives the segments and houses most of the motors and other equipment needed to operate the tunneling system. It also supports the expansion machine.

The power for all of the motors is supplied to the gantry by a 3,000-foot, two inch rubber coated electrical cable which is coiled inside the gantry and extended as needed. A 480 volt power service at the north portal supplies the power. All of the electrical power is converted to hydraulic power except for the lights and a few fan motors. The hydraulic systems allow for slow variable start-up speeds to move heavy loads. Direct drive electric motors would burn up under these taxing conditions. Most of the hydraulic power comes from three 50hp and one 30hp electric-hydraulic motors. The gantry carries a supply of approximately 350 gallons of hydraulic fluid that is stored in two 9-inch by 40-foot tanks. Because of the extent of hydraulic lines and equipment used a great deal of fluid is leaked from the system each day and must be constantly replenished. A large 32-inch by 9-inch in diameter filter keeps the hydraulic fluid clean. A five horsepower super charge pump primes the other pumps in the system. An electrical control box monitors the operation of all motors and controls the operating sequence so that certain steps are made prior to others. Special override circuits are also built in the system for manual operation.

A majority of the gantry slides on the railroad tracks. However, the portion next to the shield is designed to slide on steel wheels which in turn rolls on the inplace concrete segments.

4.3 Advance and Excavation

The metal shield advances itself by pushing off the previously installed precast concrete segments. Twelve large hydraulically operated thruster rams supply the force necessary to advance the shield five feet at a time or the width of one segment ring. The shield pulls the entire gantry system with it during the advance. The rams are symmetrically located around the inside of and near the middle of the shield (See Figure 10). The thruster rams are 6-inch diameter cylinders which have a metal shoe attached to the end which pushes off the segments. This shoe gives the individual thrust ram about 125 square inches of contact area on the segment. It is estimated that each thruster ram can exert about 100 tons of force. A rubber pad is attached to the bottom of the shoe to insure that any irregularities in the end of the concrete segments do not lessen the total contact area.

As the metal shield advances the two front end excavator augers and the conveyor belt are activated. The augers are able to move up and down and sideways. They excavate the material by augering it back on top of the conveyor belt. If the soil is exceedingly loose and uncompacted, the material will slough onto the conveyor belt with little help needed from the augers. The shield is so constructed that the top front leads the bottom by a 30 degree angle from the vertical. This is to prevent any overbreak of material occuring from above which might leave voids or ground subsidence. The conveyor belt is made of ½-inch thick rubber 34-inches wide. It slopes up from the front of the shield to the back of the shield so that it passes over the top of the erecting and expanding equipment. The belt is then supported on the top of the gantry for its entire length (See Figure 9). It moves at a variable speed depending upon the type of material encountered and deposits the material in the railroad muck cars at the end of the belt.

The railroad on this project serves two purposes. It transports precast concrete segments into the tunnel with the other needed supplies as well as transports dirt soil back out of the tunnel to the dump site. The railroad system consists of a 12 ton diesel engine equipped with air scrubbers which pushes five muck cars and two flat segment cars into the tunnel on 36-inch gauge track. The muck cars can each hold 5 cubic yards of soil. Therefore, all muck cars are capable of holding enough spoil material to allow the shield to advance ten feet between train trips. The muck cars are bottom dumped from a steel trestle constructed at the north end of the project over the dump site. A siding track exists near the dump site which allows the train to leave empty segment cars on one track and to pick up full segment cars on the other track after dumping the spoil. The two segment cars which are filled with four segments each or two complete rings are pushed in front of the muck cars into the tunnel. The two segment cars are then pushed through the gantry to the gantry erecting section. They are uncoupled from the muck cars which allows the train to back out of the gantry filling up each muck car. When all five muck cars are full the train leaves the tunnel to dump the spoil. It returns to fill up the muck cars again and the cycle continues. Every 30-feet it is necessary to bring in a section of track for installation in the tunnel for the gantry to advance on.

4.4 North Portal Construction

One of the unique problems of this construction method is how to initially start tunneling. Before any precast concrete segments can be installed the shield must have advanced five feet. However, the shield advances by pushing off the previously installed segments. Therefore, what to do! The contractor solved this problem by the construction of a large reinforced concrete block at the north portal. This block of concrete was 18-feet long, 6-feet thick and twelve feet high. It was also constructed to act as the transition pipe diameter section. The full precast seven foot inside diameter pipe sections would fit into the north side of the portal whose inside diameter would increase to eight feet at the south side of the portal to match the segments diameter. The north portal block of concrete was further supported at the top by horizontal steel piles placed at 45 degree angles to the center line of the tunnel. The piles were placed north from the portal to anchor blocks to help give the north portal additional support at the top during the initial shield advance thrust. The bottom of the north portal was additionally supported by a concrete slab for future pipe bedding.

The area south of the north portal was completly excavated the length of the shield. The twenty foot shield was then placed in the excavation south of the portal and the area was backfilled and compacted over the shield. This was necessary because the size of the shield prevented it from advancing through the hole in the north portal. The gantry was then erected north of the portal and connected to the shield. The shield advanced five feet by pushing off the north portal block of concrete. The first segment ring was then erected south of the portal and the contractor was on his way.

4.5 Segment Handling

The segments are moved from the storage site to the preparation site near the railroad tracks by a 2½ - cubic yard loader with a friction grab attachment hung from the bucket. It moves one segment at a time. The segments are placed horizontally, curved ends up, on a wood preparation platform. The segments are arranged in groups of four to form one ring. Because the bottom of the lower quadrant segments are notched opposite of each other to receive support stulls, it is important that the segments be arranged in order as they are transported into the tunnel. One quarter-inch thick neoprene rubber gaskets are glued on the sides and ends of the segments as required for complete seal of the joints. A metal device has been designed by the contractor which is capable of lifting four segments at one time. It can be picked up by the bucket loader and moved to the railroad tracks where the segments are deposited on a segment car. Two segment cars each carrying four segments are pushed into the tunnel in front of the muck cars to the segment handling portion of the gantry behind the shield. A cable is then attached to the last segment and all eight segments are pulled off the segment cars and onto rollers in that portion of the gantry. The segments are then dragged forward and down the loading incline into the bottom of the erector unit.

4.6 Segment Erection

The segments drop into position at the bottom of the erector ring one at a time. The erector ring can be described as a round metal device capable of supporting the segments. A bull gear driven by a 50hp hydraulic motor provides the power to position the segments. Small hydraulic jacks are located in the erector rings which can be extended to support the segments during the erecting process. The erector positions the segments one at a time until the four segments are in their final sequence position.

4.7 Segment Expansion

After the segments have been erected in the tail of the shield and the temporary stulls have been installed, the shield is advanced ahead five feet. As the erected segments clear the trailing edge of the shield they are held in position by the compression forces of the shield thruster rams. Prior to the release of the rams the expander machine extends to press the segments against the soil (See Figures 19 and 20). The lower portion of the expander drops down between the support stulls. This apparatus or "Big Foot" as it is called by the contractor, now presses down on the soil with a contact area of four square feet. This pressure is used by both the upper vertical jacks and the middle horizontal jacks to expand the segments against the soil. Two independent hydraulic jacks are located on each side of "Big Foot" and fit between the two lower segments in the gap. They apply a ring force to the segments as they are expanded. The segments are expanded back into the soil to solidly compact the material behind the ring. This is usually sufficient to expand the inside diameter of the ring by one inch. Permanent stulls are then placed in the bottom of the gaps to maintain the prestress until the concrete invert is poured.

4.8 General Tunnel Guidance

The tunnel alignment had angle points at the two interior manholes about 3,000 feet apart. There is also a grade break at each of these manholes. The line and grade is controlled from the north end of the tunnel as the contractor advances the tunnel from north to south. All line and grade controls have to be brought through the north portal. A Keuffel-Esser one second theodolite runs line while elevations are controlled with a David White Dumpy Level. The contractor plans to drill and install a 24-inch diameter vertical metal culvert pipe at the center manhole for electrical lines and ventilation pipe when he reaches that point. This will also be used to double-check the alignment and the grade of the tunnel at that station. Control points are projected ahead for every 200 feet of tunnel excavated. The contractor sets a laser for line and grade at the second control point back of the shield and shoots through the near control point to project both line and grade at the shield.

The laser is a Hughes instrument with a helium-neon lamp which will direct a red beam of light. The instrument is set at the crown of the tunnel and shoots directly over the gantry, conveyor belt and all other equipment to a target hung from the front of the shield. The shield operator can then adjust the forces of the thruster rams to maneuver the shield up and down or sideways to keep the laser beam in the center of the target.

4.9 General Tunnel Environment

The lighting in the tunnel consists of 100-watt incandescent lights hung from the right side of the tunnel ceiling at approximately 25-foot centers. As the tunnel is extended underground more lights are added to the circuit. Premanently attached neon lights are used in the gantry and in the shield to provide enought light so that any intricate mechanical work can be performed without the need for portable lights. These four-foot neon lights are spaced five feet apart.

The ventilation in the tunnel is provided by two 20hp blowers located at the north portal and a 7.5hp blower located at the end of the gantry closest to the tunnel entrance. The large blower is connected to a 24-inch diameter metal duct hung from the left side of the tunnel crown. The duct is extended as the tunnel progresses further underground. The duct is continuously kept kept 20-feet back of the gantry. The large blower is reverseable and can blow air either into or out of the tunnel as needed. The smaller blower is connected to a 14-inch diameter metal duct hung the the left side of the gantry and extends to the shield work area . This fan blows air from near the discharge end of the large blower duct into the shield work area. This fan is activated only when needed.

The communictions inside the tunnel consists of telephones and CB radios. The telephones are connected between the shield operator, digger operator, erector and expander operator and the main office located above the north portal of the tunnel. These telephones are a must because of the noisy environment inside the shield. CB radios exist between operators in the shield and the railroad engineer. The engineer must be aware when the conveyor belt will start running and the digger operator must be aware of the location of the train prior to excavating.

Several fire extinguishers and first air supplies are stacked on the gantry at different locations. A stretcher is also located in the gantry to help carry injured men from the tunnel. The contractor has met with local fire and police officials to work out emergency procedures to be followed if a tunnel cave-in or other catastrophes should occur.

5.0 PROGRESS RATES AND PERFORMANCE

At the time of preparing this paper the contractor has installed approximately 1000 feet of tunnel lining.

The contractor accepted the delivery of the major tunneling equipment from the first of June to the middle of July. The shield was installed in front of the North portal on July 13 and the next two weeks were spent connecting the various sections of the gantry together and installing other equipment in the gantry and in the shield. During this same time period, the contractor completed work on laying track, building disposal site trestle and placing railroad cars on tracks. On July 30th, the first four segments were transported into the gantry for erection. The Contractor experimented with the erection equipment for several days prior to beginning excavation on August 2nd a Tuesday. During the rest of that first week, the contractor advanced the shield a total of 15 feet. The following three weeks were also spent trying out, correcting and debugging the equipment. The contractor averaged 10 feet of tunnel lining per day during this period.

On August 29th, the Contractor initiated a double shift operation and averaged 33 feet of tunnel lining per day. During the first three full weeks in September, the Contractor has averaged about 50 feet per day with about 40 percent of the time spent on equipment repairs and other delays. The highest total advancement over a 10 hour shift has been 70 feet with 2 hours down time for surveying.

It is still too early in the tunnel operation to make any rational judgements about progress rates or performance.

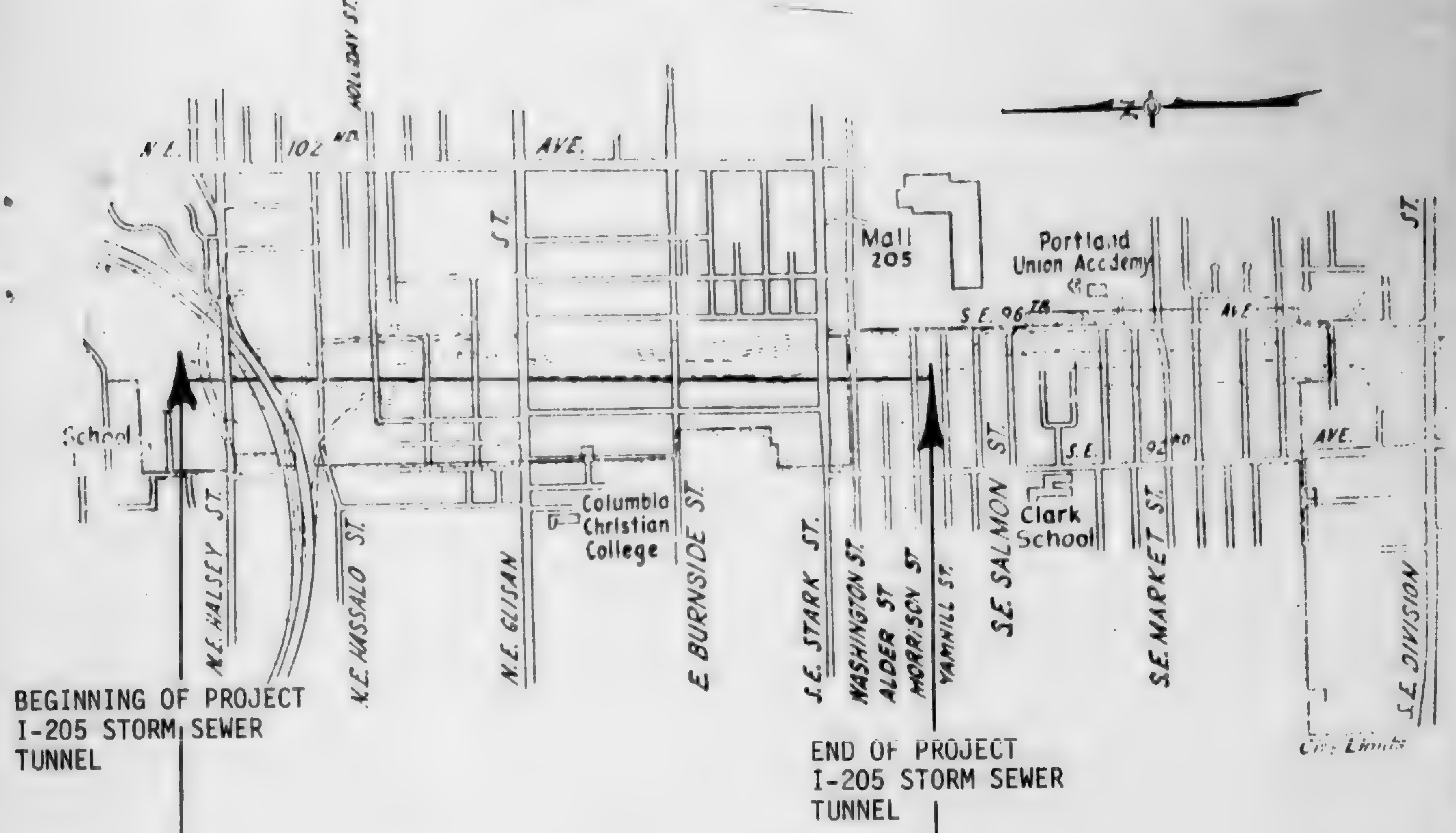


Figure 1 PLAN

N.E. 102 ND AVE.
HOLLADAY ST.
Mall 205
Portland Union Academy
S.E. 96 TH AVE.
S.E. 92 ND AVE.
School
Columbia Christian College
Clark School
N.E. HALSEY ST.
N.E. HASSALO ST.
N.E. GLISAN ST.
E. BURNSIDE ST.
S.E. STARK ST.
WASHINGTON ST.
ALDER ST.
MORRISON ST.
YAMHILL ST.
S.E. SALMON ST.
S.E. MARKET ST.
S.E. DIVISION ST.
City Limits
BEGINNING OF PROJECT I-205 STORM SEWER TUNNEL
END OF PROJECT I-205 STORM SEWER TUNNEL

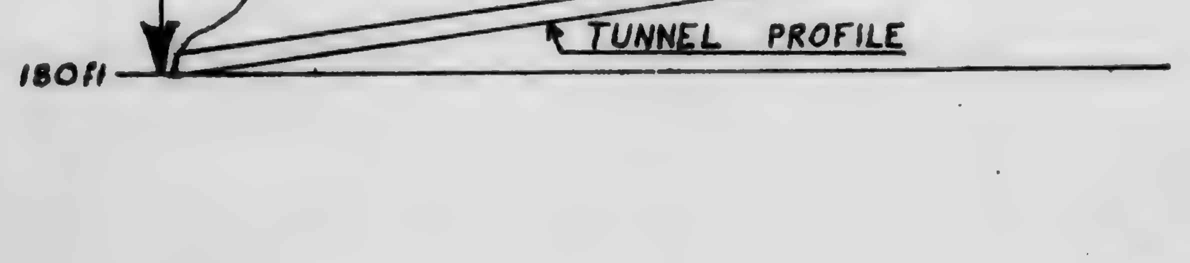


Figure 2 ELEVATION

300ft
EXISTING GROUND
I-205 PROFILE GRADE
240ft
NORTH MANHOLE
SOUTH MANHOLE
TUNNEL PROFILE
180ft

Figure 3

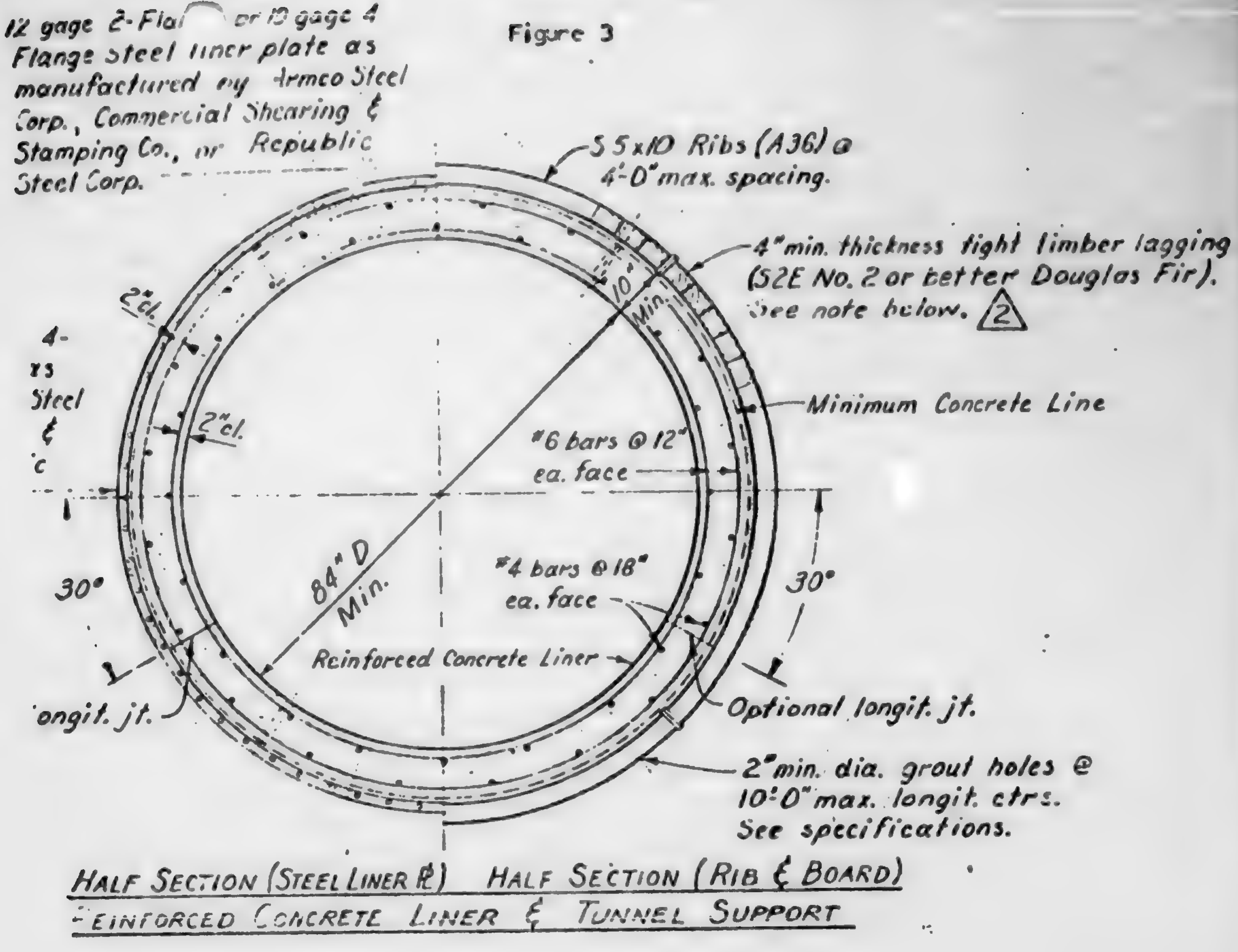
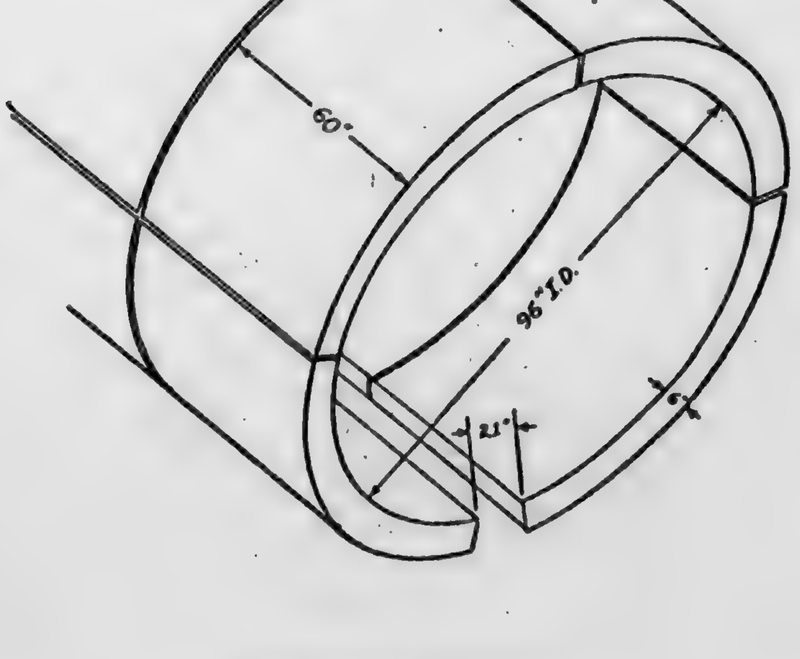

12 gage 2-Fla[illegible] or 10 gage 4 Flange Steel liner plate as manufactured by Armco Steel Corp., Commercial Shearing & Stamping Co., or Republic Steel Corp.
S 5x10 Ribs (A36) @ 4'-0" max. spacing.
4" min. thickness tight timber lagging (S2E No. 2 or better Douglas Fir). See note below. 2
10" Min.
2" cl.
4-
rs
Steel
&
c
2" cl.
Minimum Concrete Line
#6 bars @ 12" ea. face
84" D Min.
30°
30°
#4 bars @ 18" ea. face
Reinforced Concrete Liner
ongit. jt.
Optional longit. jt.
2" min. dia. grout holes @ 10'-0" max. longit. ctrs. See specifications.
HALF SECTION (STEEL LINER PL) HALF SECTION (RIB & BOARD)
REINFORCED CONCRETE LINER & TUNNEL SUPPORT

Figure 4



Contractor's Proposal

Figure 5

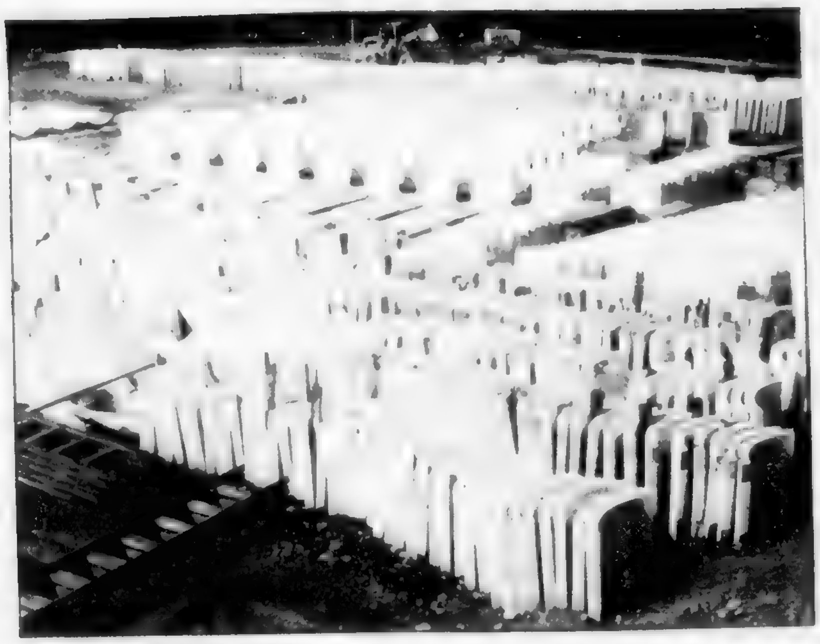
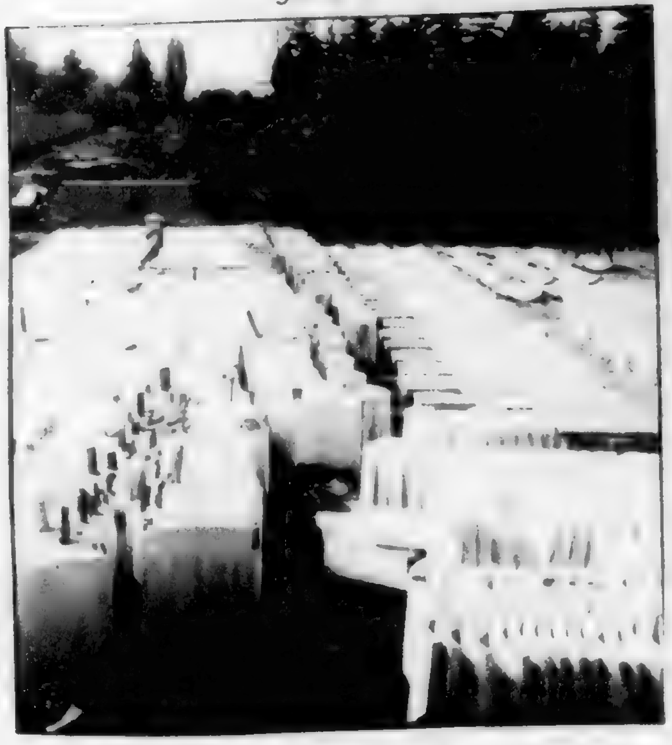
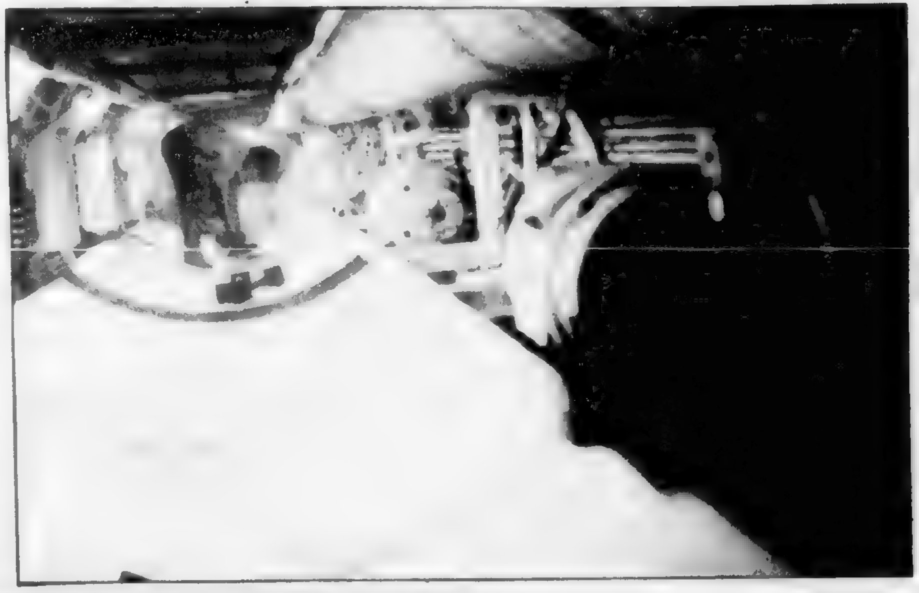


Figure 6



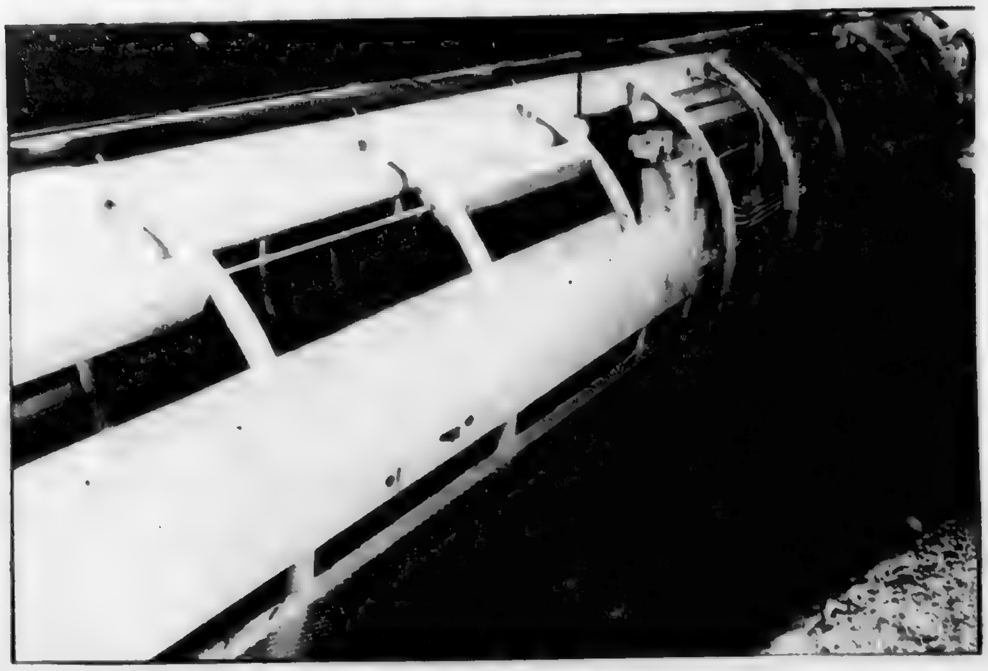
Two views of the segment casting and storage area.

Figure 7



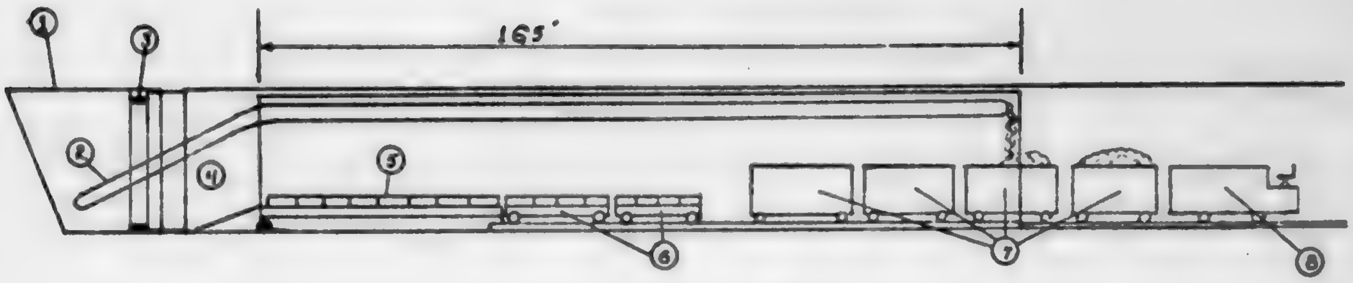
Interior of gantry with fresh air duct, hydraulic motors and segments in position to be set into place.

Figure 8



Exterior of gantry before entering bore. Conveyor belt runs across the top of the gantry.

Figure 9



165'
①
②
③
④
⑤
⑥
⑦
⑧

① SHIELD

② CONVEYOR BELT

③ THRUST JACKING AREA

④ ERECTOR AND EXPANDER AREA

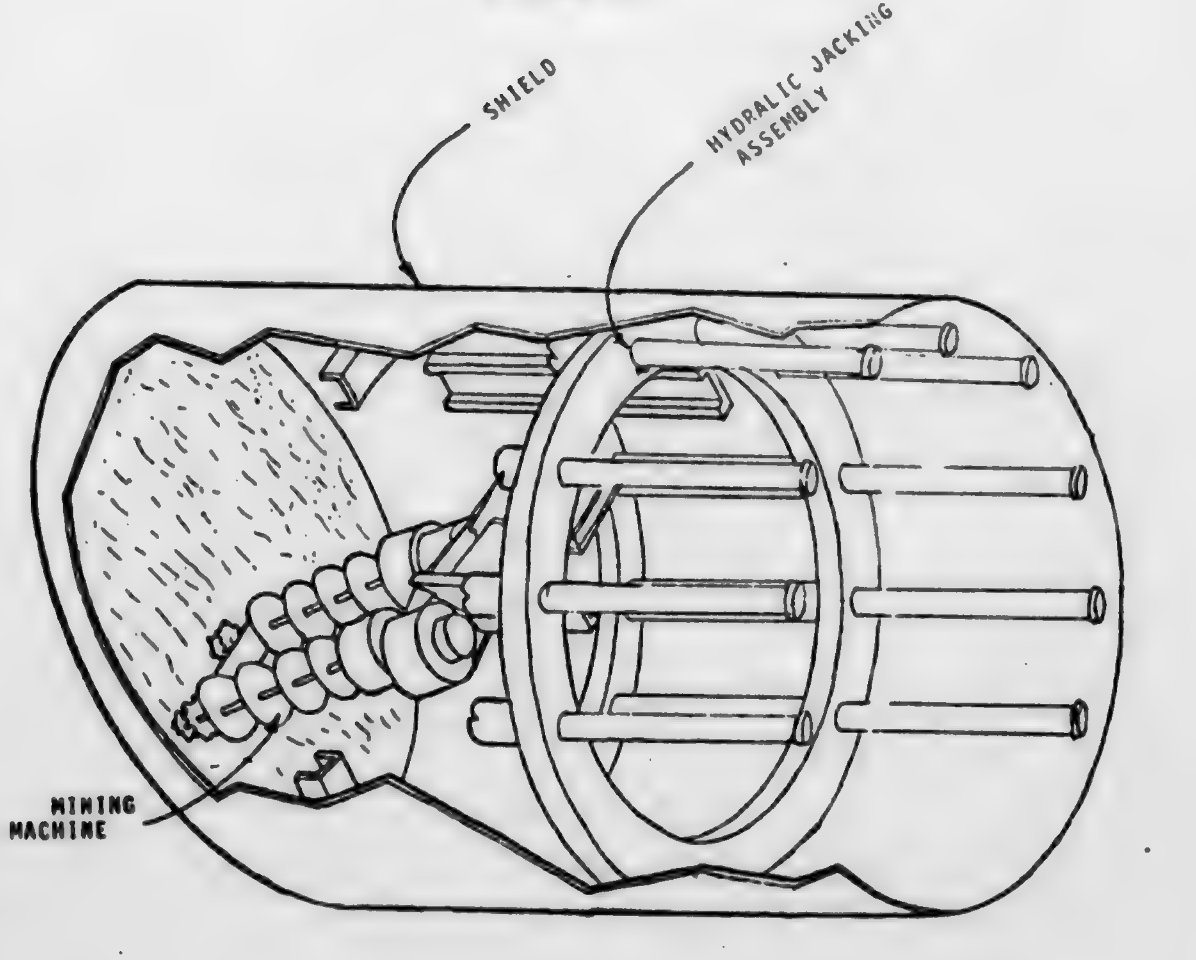
⑤ SEGMENT STORAGE AREA

⑥ SEGMENT CARS

⑦ MUCK CARS

⑧ MINE ENGINE

Figure 10



SHIELD
HYDRALIC JACKING ASSEMBLY
MINING MACHINE

Figure 19

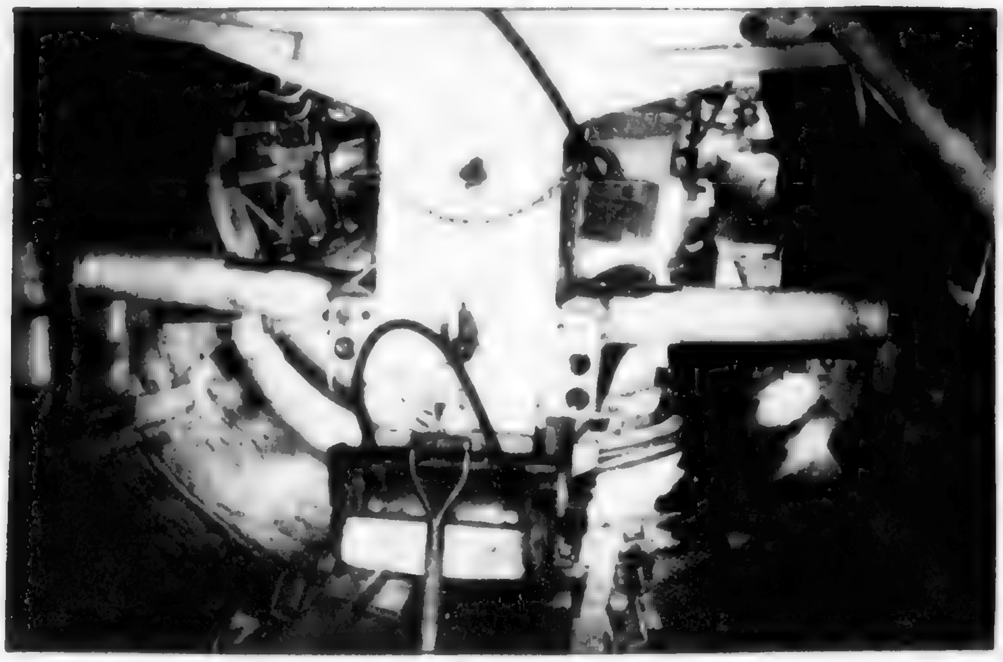
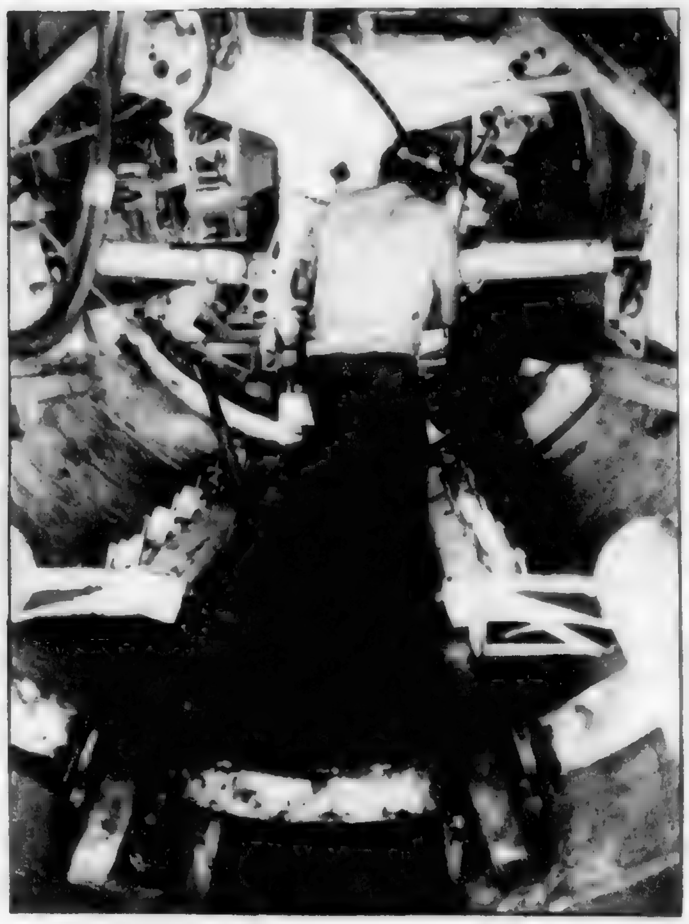
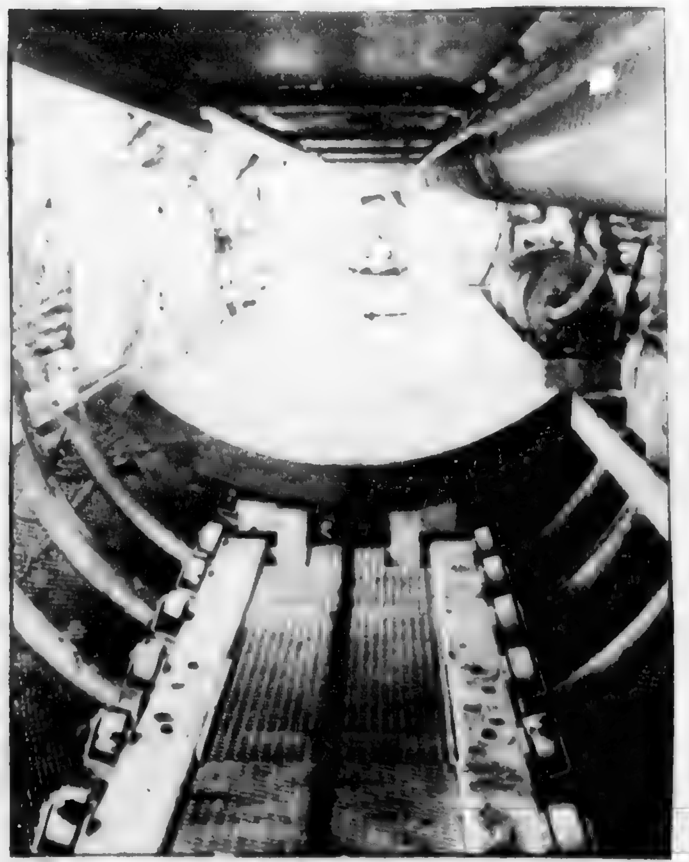


Figure 20



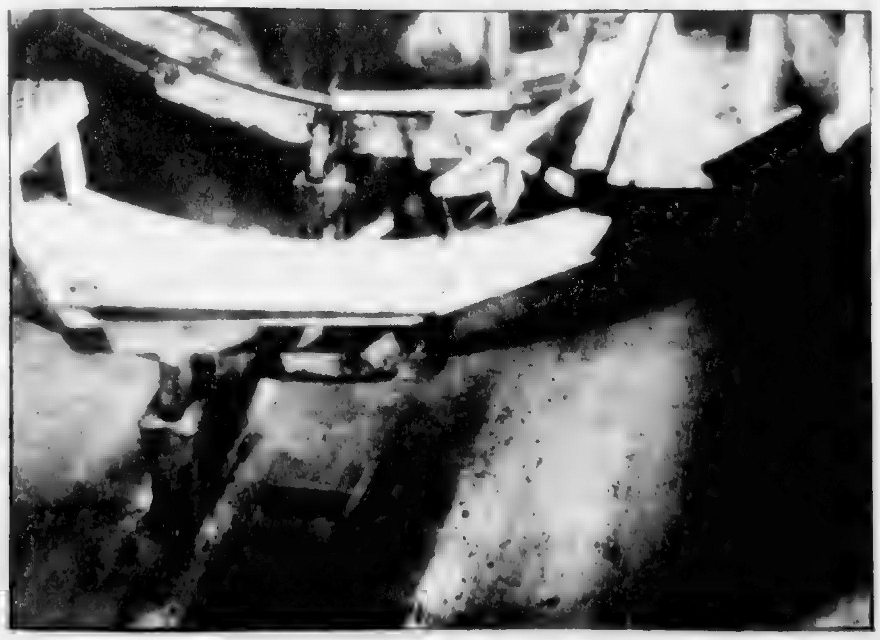
Two views of the expander. →

Figure 21



Segments awaiting removal from the segment cars and positioning on the gantry unit.

Figure 22



Paddle which positions the segments.

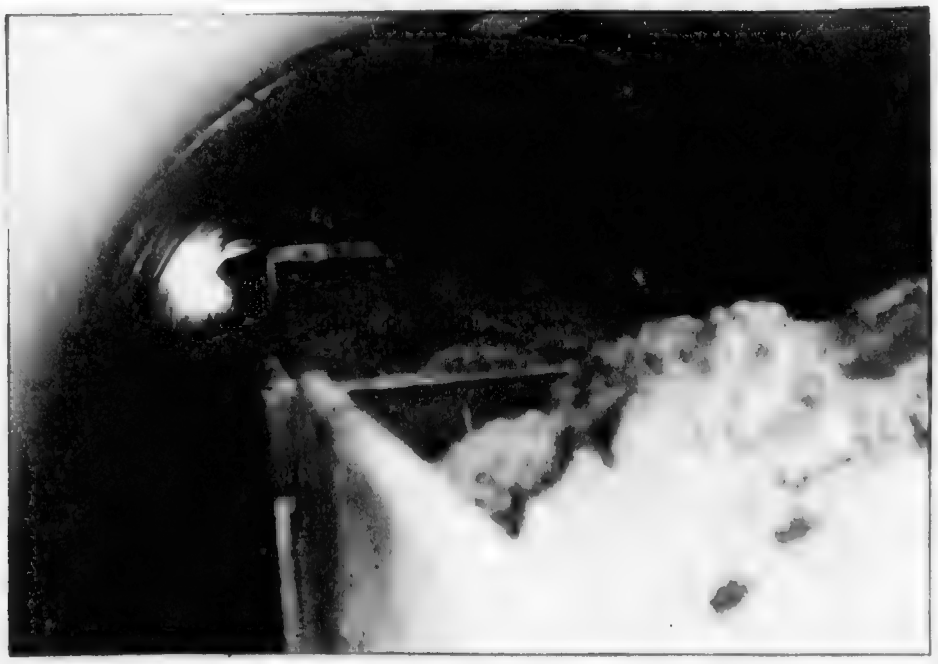
Figure 23

Mining auger at front of shield

Figure 24

North Portal of tunnel with fresh air intake

Figure 25



Finished interior of tunnel with muck train exiting with spoil material

North portal of tunnel with gantry ready to enter the bore

Figure 26

REFERENCES

1. Deere, Peak, Monsees, Schmidt (1969)
"Design of Tunnel Liners and Support Systems"
Department of Civil Engineering, University of Illinois
Urban Illinois 61801

2. Dunbar D. D. (1977)
"Precast Concrete Liners in Tunneling"
Paper presented to Ontario Sewer & Watermain Contractors Assoc.

3. North American Rapid Excavation and Tunneling Conference (1972)
Proceedings Vol. I Chapter 26

4. Parker, H. W. (1971)
"Innovations in Tunnel Support Systems"
University of Illinois
Urban, Illinois, 61801

5. United States Department of Commerce (1970)
"A Systems Study of Soft Ground Tunneling"
Washington, D.C.

6. United States Department of Transportation (1974)
"Research to Improve Tunnel Suport Systems"
Washington, D.C.

7. W. J. Lewis (1977)
January 3, 1977 and February 16, 1977 Proposals to the
Oregon Department of Transportation.

8412

8

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

September 12, 1977

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: Ed Hardt
Regional Engineer

SUBJECT: Sewer Tunnel
South Banfield Int.-S.E. Yamhill Sect.
East Portland Freeway - I-205

The report of inspection of the subject project by Herb Schell, FHWA, on August 16, 1977, indicates less than satisfactory progress by the contractor and some construction faults which are in need of correction before the onset of wet winter weather.

Please see that the contractor is informed of the results of this inspection and the necessity to make the necessary corrections as soon as possible, including the need to get back on schedule so that completion of the project will not be delayed.

CTK:fr

cc: H. S. Coulter

NOTE
H.S. COUL

RECEIVED
STATE HWY ENGR

SEP 12 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8462

UNION PACIFIC RAILROAD COMPANY

ACCOUNTING DEPARTMENT

1416 DODGE STREET
OMAHA, NEBRASKA 68179

September 12, 1977

215-A-8625

Oregon State Highway Division
Highway Building
Salem, Oregon 97310
Attn: J. E. Chidsey, P.E.
Railroad & Utility Engr.

Gentlemen:

This refers to Supplemental Agreement Dept. No. 31138-1 with the State of Oregon covering an 84-inch pipeline crossing under our tracks and right of way at Mile Post 6.14 in Portland.

This is to direct your attention to the expiration on October 1 and 14, 1977 of the following policies of insurance providing comprehensive general and automobile, excess third party liability, and umbrella liability coverages on behalf of W. J. Lewis Corporation with respect to its operations as contractor for the State in connection with the above agreement:

The Aetna Casualty & Surety Co. policy
No. 33 AL 189642 CCA
Columbia Casualty Co. policy No. RDX 186 44 10
Maine Bonding & Casualty Co. policy No.
VW 003526

Will you please arrange to furnish me evidence of the renewal or extension of these expiring coverages. Thank you.

Yours very truly,

W. L. Edwards

W. L. Edwards
Manager-Financial Services

cc: W. J. Lewis Corporation
L. A. Kirkeby - Albina (D 315-2-120)

NOTED
C. W. HEAD

xc: C.W. HEAD.
C.T. KEASEY
E.H. HARDT
JERRY STREET - Please convey to Cont.
JE

RECEIVED
SEP 15 1977
RR & UTILITY UNIT

NOTED
J. E. CHIDSEY

#8112 File 8462 8

OREGON STATE
HIGHWAY DIVISION
REGION I
SEPTEMBER 8, 1977

3700 S.E. 92ND AVENUE, PORTLAND, OREGON 97266 PHONE 238-8248

W.J. LEWIS CORPORATION
9510 N.E. HALSEY STREET
PORTLAND, OREGON 97220

RE: S BANFIELD INTCHG-SE YAMHILL ST
SEWER TUNNEL
CONT NO. 8462
FIRST 150' OF TUNNEL

ATTN: JACK LEWIS

An inspection of the first 150-feet of storm sewer tunnel lining installed from Station 297+80 to 299+30 leads to the following conclusions:

1. About 50 per cent of the individual concrete pipe segment pieces installed in the tunnel have cracks in them severe enough to question their structural integrity. Most of these pieces are located in the lower quadrants. The pieces will have to be replaced.

2. The rubber compression gaskets used between the individual segment pieces are not performing as designed. The gaskets are being moved out of position by the severe handling of the segments during installation. They are being doubled back over each other as well as sliding out of position thereby leaving voids between the individual concrete segments. Some positive method for holding these gaskets in position during the installation process is a must.

3. Because of the poor fit up of the individual segments experienced during installation large offsets between the pieces exists. A great amount of work will be needed to correct this situation and produce a smooth inside barrel.

4. In addition to the items mentioned above, this writer believes that all of the tunnel will have to be grouted in order to prevent water from seeping in and out of the pipe segment joints. I have little confidence in the water tightness of this construction method.

5. The method used to control the alignment and grade of the shield has not proven out. I am not convinced that this situation

RECEIVED
SEP 12 1977
BRIDGE SECTION

can be rectified. The shield has wandered off by 1.30-feet horizontally and 0.80-feet vertically. These amounts are greater than the deviations allowed in Section "Finished Tolerance" on page 21 of the Special Provisions.

Plase reanalyize your construction techniques so these discrepencies can be corrected. It not, I will consider issuing a stop work order.

I am prepared to meet with you immediately to discuss these matters.

VERY TRULY YOURS,

Jerry C. Street

JERRY C. STREET
RESIDENT ENGINEER

JCS:ei

CC: MR. MARION CRAFT, OSHD, MILWAUKIE

9

cc: Wash DC (HNG-30)
OSHD (H S Coulter)
Region (HBR-010)
Washington Div (W Bryant)

U.S. DEPARTMENT OF TRANSPORTATIC
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INSPECTION REPORT

REGION NO. 10	REPORT ON Sewer Tunnel	DIVISION Oregon
DATE OF INSPECTION 8/16/77	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. I-205-7(-)

IN COMPANY WITH
J. Street, OSHD Resident Engineer

REMARKS

Sewer Tunnel
South Banfield Interchange-SE Yamhill Sectio
East Portland Freeway
Multnomah County

RECEIVED STATE HWY ENGR
SEP 7 '77
REFER TO
FOR
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Act
Sign
D/R
R/O
Inves
Info

This project involves the construction of an original 84" sewer tunnel, 6300' long with connecting pipes and access manholes. The project also includes 444' of 84" sewer pipe.

Under a Value Engineering Clause the pipe diameter was changed to 96" and will be precast. The four precast segments, 86 degrees of arc each, that make up the 96" section are 6" thick and weigh 2400± lbs. These sections are mesh-reinforced and are hydraulically expanded into position ending with a flexible rather than a rigid pipe design. The net savings to the State is $5000.

Scope of Work

This inspection was initiated to evaluate the method of construction.

Work in Progress

In the casting yard approximately 9 men and a concrete ready mix truck are casting the concrete tunnel sections.

Completed Work

About 200' of 96" storm sewer pipe has been placed and backfilled at Station 293± for fill construction by the adjacent contract. The work in the sewer tunnel section has progressed to about Station 298+30 or approximately 50'. Approximately 3000 of the 5000 precast sections have been cast to date. At the end of the project the manhole section has been "glory holed" to a depth of about 30'.

General Comments

Tunnel Bore - No work is being accomplished on this date. The contractor is now "debugging" his equipment. He has placed about 200' of 96" circular sewer pipe for fill construction and is using this section for an access tunnel to the tunnel spoils area and precasting yard. Trackage is in place and the dump area prepared.

Casting Yard - The contractor has constructed 50 concrete forms for precasting the tunnel liner sections. To date he now is using 34 of these forms. Other forms have been discarded due to the general hard use of the precasting process. The precast concrete forms are pulled together by bolts, placed on top of a wooden surface, welded-wire fabric installed, and the concrete poured from a transit mixer. The concrete is carefully vibrated and struck off to provide an adequate fit with the adjacent section. The forms are then stripped within 5 to 6 hours and surface treated with Hunt's process and then they are allowed to remain in place 7 days. The sections are examined by State inspectors for their acceptability and then stacked. Neoprene stripping is placed on all contact edges to insure sealing and provide protection during the placement process.

Tunnel Excavation - The tunnel is being excavated by a 2-bit augering rig designed and constructed by the contractor. The two movable blades are used to excavate the 8' diameter. Behind the auger is the shield and next to the shield is the hydraulic placement machinery. Behind this section is an area for storage of tools, invert spreaders, electrical panels, air pipes, etc. The entire section is strengthened with 6" pipe in an 8' diameter ring at about 5' centers. The length of this jumbo is approximately 140' with sections approximately 16' in length for handling and portability. All equipment rides inside this tunnel jumbo.

Precast sections are hauled into the tunnel by rail, jockeyed into position by hydraulic equipment and labor, and pushed into proper position for the lining. One operator maintains control of this operation. Two operators are busily excavating with the auger at the face of the tunnel and the augers bring down the material into a center conveyor chute which transfers the material overhead back to 5 waiting train cars. By electric engine the train cars are hauled to the spoils area and then dumped. The contractor expects to obtain approximately 100' per day when the equipment is operating adequately.

Findings

To date the contractor has never reached his expected capacity. He is approximately one month behind schedule. Several of the joints are not flush and some edges have cracked due to rough handling. These sections are unsatisfactory and must be corrected. Even though the tunnel is now flexible, it must have a reasonably waterproof joint. It is expected that these problems will be corrected soon and work should begin to proceed at the anticipated rate. If they are not corrected, the project will be complicated by winter weather.

Attachment

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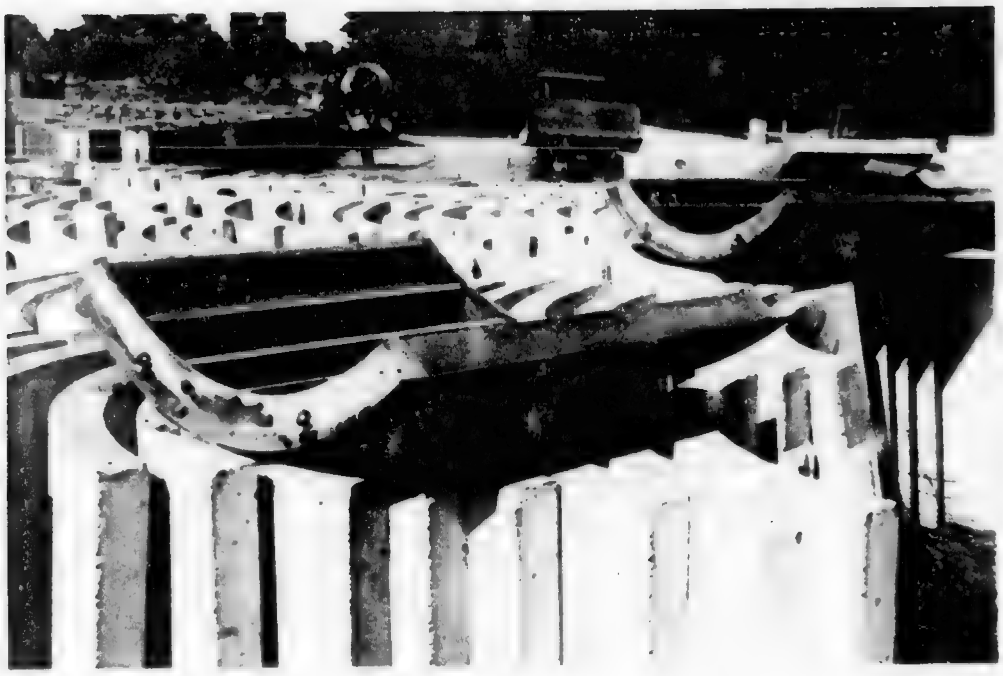
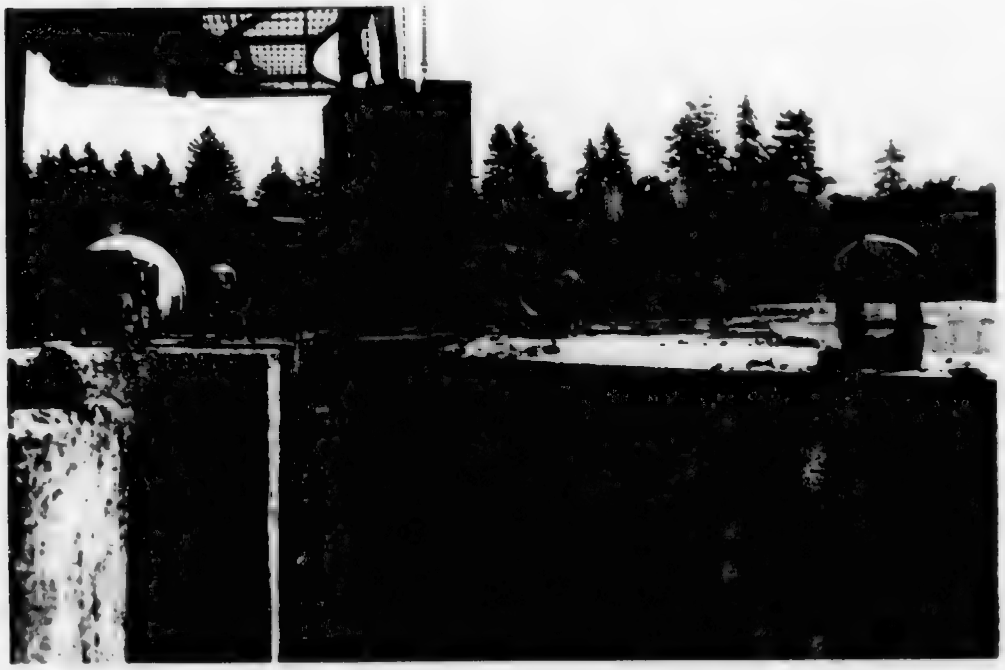
SEP 1977
REGIONAL OFFICE

COPY SENT
SEP 6 1977
Washington

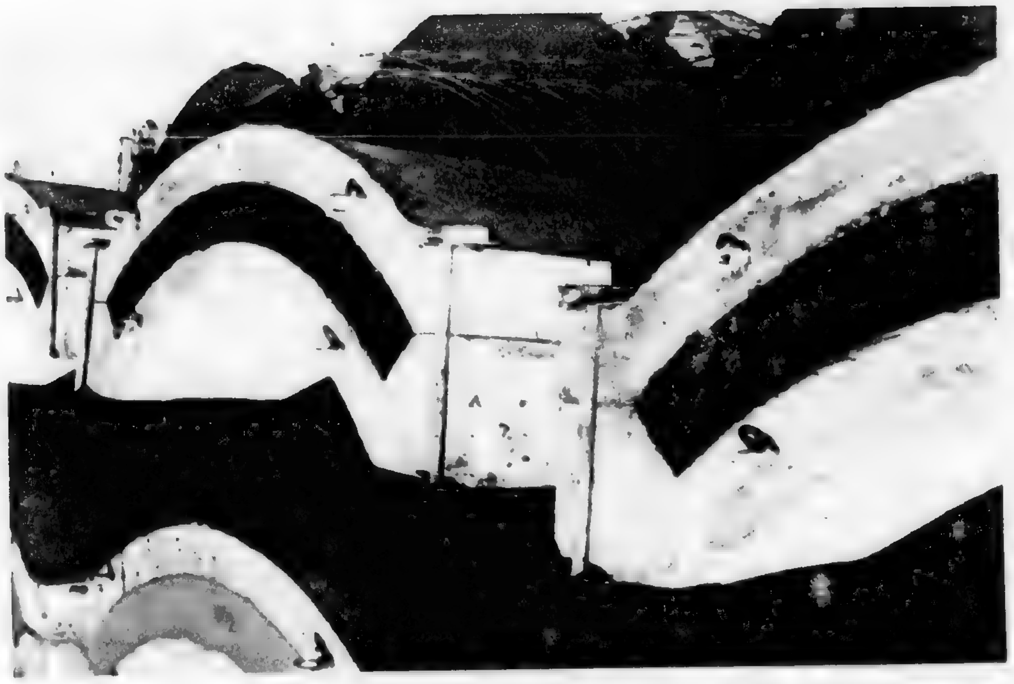
COPY SENT
SEP 6 1977
[illegible]TE



Steel form section used to cast the 50 concrete forms for the project precasting.

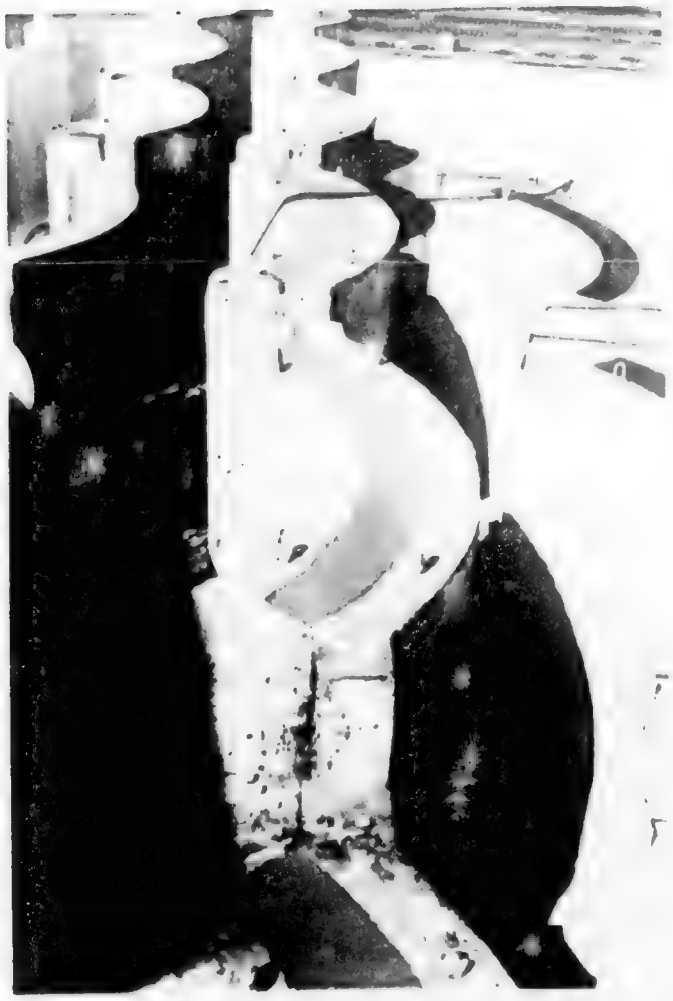


Bolting up a concrete form for the precast unit.



Concrete forms ready for concrete.

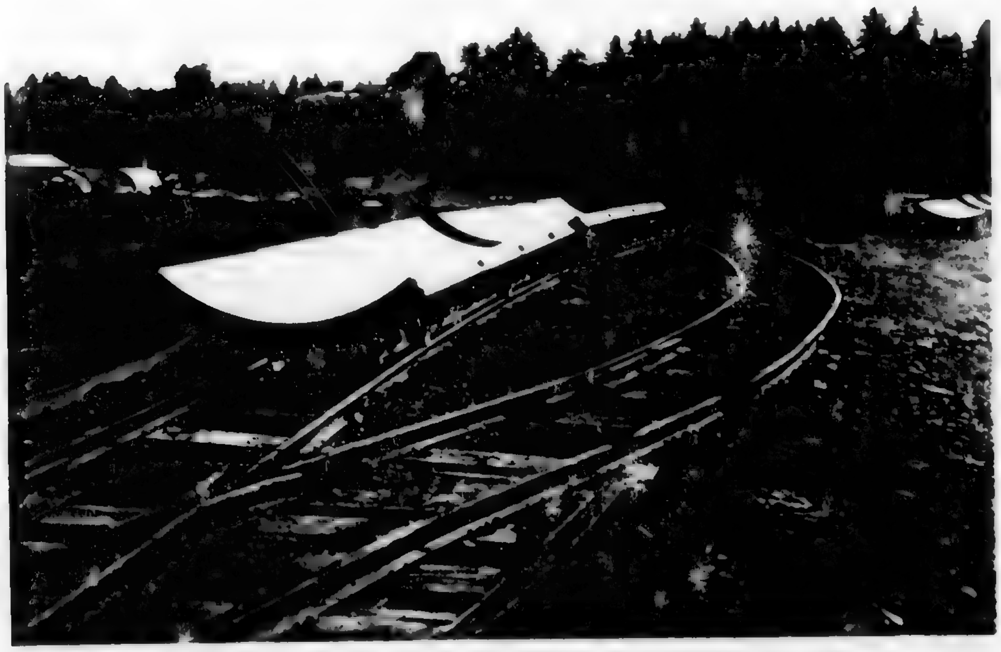
Pouring precast section.



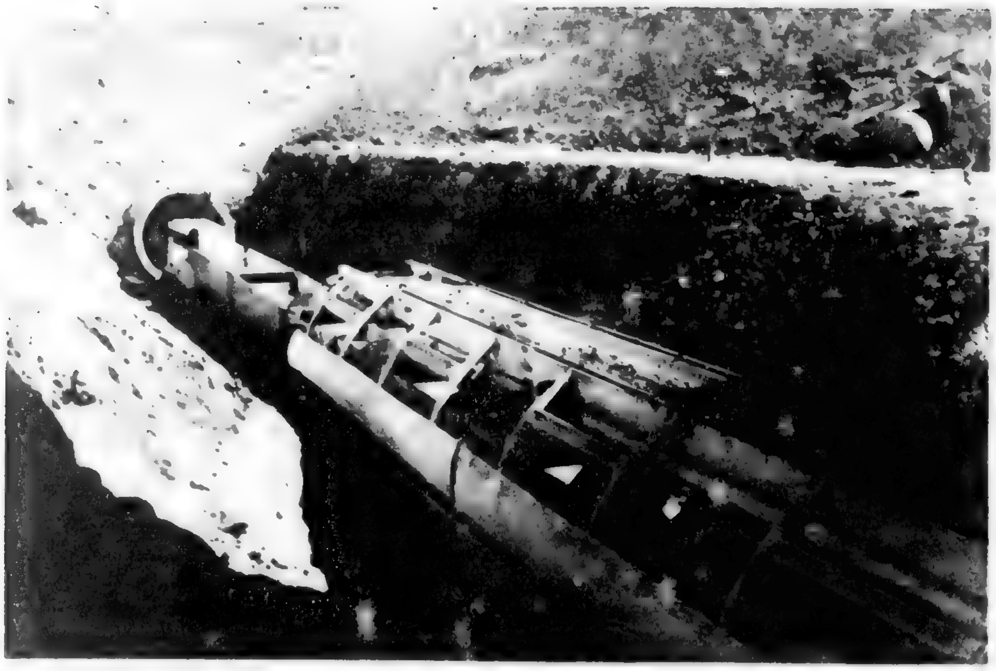
[illegible]

Fabrication Yard

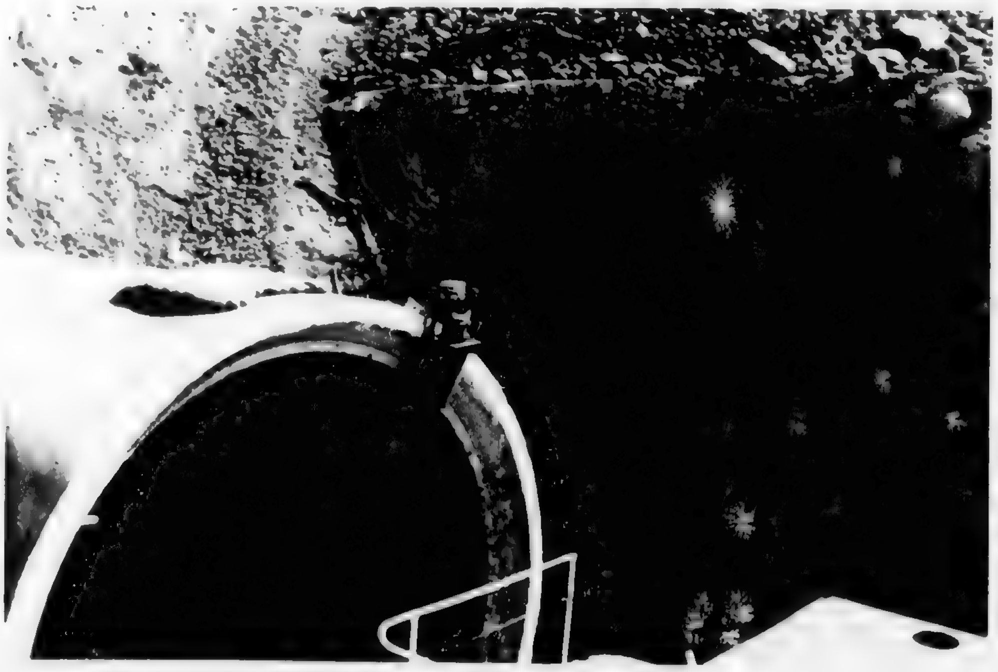
Neoprene material at joint locations.



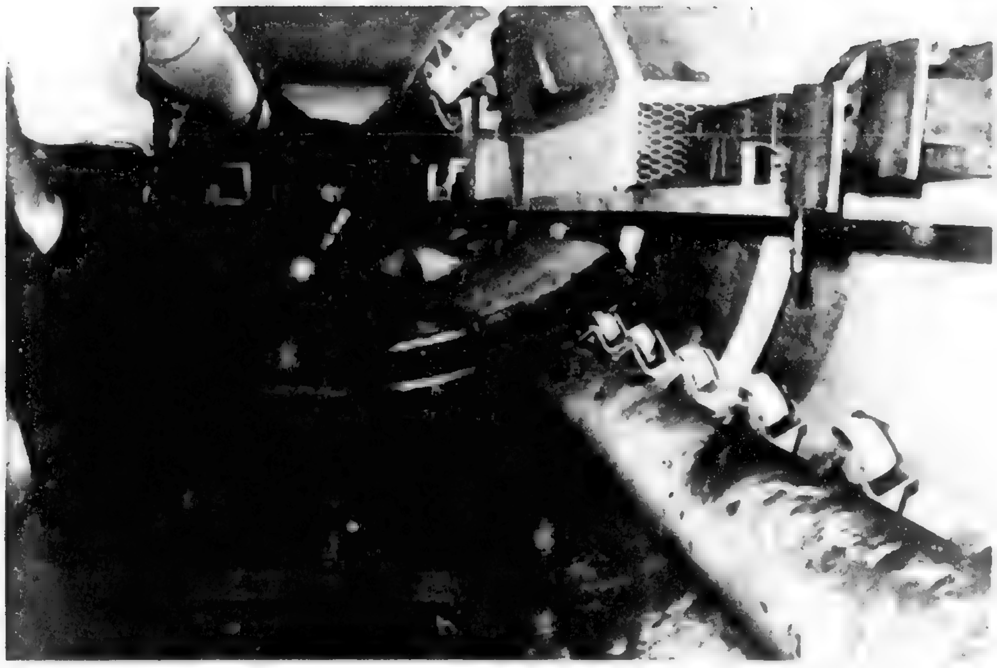
Precast unit on rail car ready to be hauled into the tunnel.



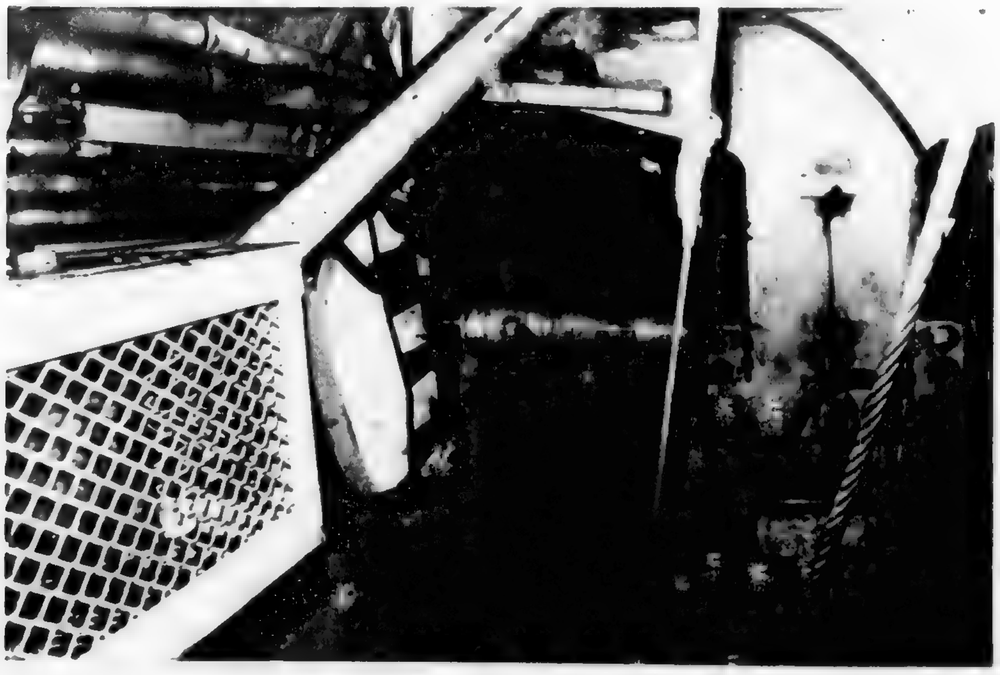
Train penetrating 96" pipe with construction jumbo on right.



Laser control point on tunnel sewer pipe.



Form liners being readied to place into hydraulic placement machine.



Hydraulic placement machine in action.

Pipe spreaders to be placed in the invert between [illegible] units (area later to be filled with concrete).

Pipe spreader in position.

Cracked corner section of a placed precast unit.

Glory Hole at the manhole location.

8-16-7

I-205-14
Storm Sewer

Salem, Oregon
July 26, 1977

G. L. Rien
Senior Designer
G. L. Rien
Duane O. Christensen
Final Design Engineer

I-205 Freeway
Revision to City Storm
Sewer Connection at
S.E. Yamhill Street

The City of Portland's holding facilities for their storm sewer water has been reviewed by the Hydraulics Section. They are satisfied that the telemetric control system will work. Their request for a 60" storm sewer connection at Yamhill has been negotiated with the City of Portland and they are satisfied with a 42" connection that will handle 200 c.f.s. of their storm water at off peak flow. The elevation agreed on at the right-of-way line on the west side of the freeway for the 42" connection is 224.0 feet U.S.C. & G.S. datum 1947 adjustment.

Submitted herewith:

2 Prints	Storm Sewer Profile
2 Prints	Corrected Plan
1 Print	City Letter

GLR:az
cc: Pete Carstensen

#8462

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 22, 1977

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project I-205-7(37)310
S. Banfield Interchg.-S.E. Yamhill St.
Haul Road Crossing Agreement

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. J. E. Chidsey's letter of July 18, 1977,
the subject agreement is approved as to form.

G. L. Green

cc:
J. E. Chidsey
C. Laux

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUL 25 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

#9412

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
July 1, 1977
Salem OR 97310

FILE: ROW 18-2

RAILROAD COMPANIES
FILE No. 771

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Supplemental Agreement
S. Banfield Interchange
S.E. Yamhill St. (Storm Sewer Tunnel) Section
East Portland Freeway
Multnomah County
ODOT Agreement No. RR-771

Attached is the State's fully executed counterpart of the Supplemental Agreement between the Union Pacific Railroad Company and the Oregon Department of Transportation, Highway Division, supplementing an agreement dated May 6, 1974, covering the installation by the State's contractor of a 96-inch monolithic storm sewer pipe line across the Union Pacific Railroad Company's right of way and under the railroad main line tracks. Distribution of conformed copies has been made as indicated below.

All provisions of the original agreement are in force and copies of the original agreement have been distributed to all interested parties.

JEC:db
Attachment

cc: J. L. Sollis
J. B. Boyd
G. L. Green-w/att.
C. T. Keasey-w/att.
V. E. Skoog-w/att.
D. E. Swan-w/att. (2)
E. L. Hardt-w/att.
Jerry Street-w/att.

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NOTED
C. W. HEAD

5463

ROW 13-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
E. S. HUNTER

May 3, 1977

Union Pacific Railroad Co.
P.O. Box 8979
Portland OR 97208

ATTN: R. S. Orr
Public Projects Engr.

Contractor's Proposal
S. Banfield Interchange
S.E. Yamhill St. (Storm Sewer Tunnel) Section
East Portland Freeway
Multnomah County
Contract No. 8462

Dear Sir:

In conformance with your request to Jerry Street, Resident Engineer on the S. Banfield Interchange, S.E. Yamhill Street, (Storm Sewer Tunnel) Section of the East Portland Freeway, enclosed are copies of the contractor's proposal for increasing the size of this storm sewer from 84 inches to 96 inches. This matter has been thoroughly reviewed and approved by our Bridge Section. Copies of their correspondence regarding this matter are enclosed for your information.

It would be appreciated if you would have this material reviewed to determine its acceptability by Union Pacific Railroad Company and upon approval, please so notify me. If there is any further information your require regarding this proposal, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db
Enclosures

bc: G. L. Green, FHWA
E. S. Hunter
C. T. Keasey
R. W. Ellison
W. J. Hart
Jerry Street

RECEIVED
STATE HWY ENGR
MAY 3'77
REFER TO

FOR

Info	Invs	R/D	D/R	[illegible]	[illegible]	[illegible]

Form 81-734-3123

I-205

FORM 81-734-3030

FILE: CON 5-8462

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
3700 SE 92nd Avenue
Portland, OR 97266
April 22, 1977

FROM: JERRY C. STREET
Resident Engineer

TO: MEMO TO THE FILES

SUBJECT: S Banfield Intchg-SE Yamhill St.
I-205 Sewer Tunnel
Contract No. 8462
Preconstruction Conference

On April 12, 1977 at 9:00 AM a preconstruction conference was held in the Milwaukie office conference room concerning the subject project. Those in attendance were as follows:

NAME	ORGANIZATION	PHONE NO.
Jack Lewis	W. J. Lewis Corp.	255-2164
R. S. Orr	UPRR Co.	297-2732
C. T. Christianson	FHWA	378-3832 (Salem)
John Bond	OSHD	378-6318 (Salem)
R. H. Whitby	OSHD	378-6275 (Salem)
Jerold Backstrand	ODOT-Bridge	378-6551 (Salem)
Thomas Artherton	ODOT-Bridge	378-6551 (Salem)
J. L. Widmer	OSHD	378-6318 (Salem)
Gary Kennen	ODOT	238-8254
Bob Shotwell	OSHD	280-6642
Marion Craft	OSHD	653-3090
Walt Hart (after 10:30 AM)	OSHD	653-3090
Maury Payne	OSHD	653-3086
Bob Rottweiler	OSHD	653-3098
Roger Kuchinka	OSHD	238-8248
Jerry Street	OSHD	238-8248

This conference concerned the construction of an 84-inch, 6300-foot long storm sewer tunnel along I-205 between Halsey and Yamhill Streets. It is a Federal Aid Interstate Highway Project. Communications for the project should be directed to the contractor:

W. J. Lewis Corporation
9510 NE Halsey St.
Portland, OR 97220

or to the resident engineer:

Jerry C. Street
3700 SE 92nd Ave.
Portland, OR 97266

1 Versteeg ✓
2 Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

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Work Schedule

After introduction of those present, contractor Jack Lewis presented his work schedule as follows:

1. Mobilization	April thru June
2. 96-inch Sewer Tunnel Pipe	April thru September
3. 84-inch Sewer Pipe	April, July and October
4. Halsey St. Bridge Protection	May
5. Manholes	October, November
6. Manhole Illumination	November

It was further clarified that the contractor would be using precast segmental pipe construction in the tunnel. The inside diameter of the tunnel pipe would be 96 inches. The tunnel work would begin from the north portal at Station 297+80. The equipment to be used in tunneling would make up a train 200 feet in length. It would be led by a metal boring shield 9 feet in diameter and 18 feet in length and would be followed by a conveyor belt system for removal of spoil. Tracks would be installed for operating diesel powered trains for removing spoil and transporting pipe segments to the shield. This equipment would be mobilized during May and would begin tunneling and installing pipe in June. After a month of working out the mechanics of the system, the contractor would commence a double shift operation in July. These shifts would be from 6:00 AM to 10:00 PM. All tunneling and installing of precast pipe segments in the tunnel would be complete by October 1. The tunnel pipe segment pieces would be cast at the job site. Over 100 concrete molds would be used for casting pipe segments. The contractor estimated that these segments could be cast to 1/8 inch tolerances. The segments would be stripped in 4 to 8 hours.

Jack Lewis indicated that he would like to use a spray-on membrane cure on the segments, but he was informed that this is contrary to our Standard Specifications which require seven days water cure. The work of casting the segments would commence in May and would have to remain ahead of the tunneling work since the pipe segments have to be installed as the tunnel boring shield advances underground. The sewer pipe outside of the tunnel would remain 84 inches in diameter. This pipe between Stations 293+50 and 296+00 under the new Halsey structure fill would be installed in April as per Contract Special Provisions. The sewer pipe between Stations 296+00 and north tunnel portal Station 297+80 would be installed in July. The sewer pipe north of Station 293+50 and south of Station 359+50 would be installed in October. All field work on the project would be completed by December 1, 1977.

Contractor's Cooperation with Other Contractors

It was discussed that Lewis Corp. would have to cooperate with several other contractors who would be working at the job site during the life of the tunnel contract. The main area of conflict would occur at the area north of the existing Halsey St. structure with the future contractor of the S. Banfield Interchange project. This contract will be awarded on April 28, 1977. The future contractor is promised the use of the stippled area in our plans which includes the area of the new Halsey structure on May 1. In addition, that contractor will construct haul road east of "L" centerline through the work area. This will further restrict our contractor. Bob Shotwell, Resident Engineer for S. Banfield Interchange project, was present to discuss the various mentioned conflicts. Another contract for construction of a bike path and sound berms on I-205 will be underway this summer, as well as a contract for construction of Stark St. detour. However, it appears these projects should not involve any conflicts. Jack Lewis indicated that they are renting the building on the triangular piece of property just south of existing Halsey structure. The property must be vacated by September 1, according to S. Banfield Interchange contract.

Utilities

Union Pacific Railroad representative Bob Orr indicated that the contractor's insurance appears to be in order. Bob requested that he be supplied with contractor's proposal to use segmental construction, as well as drill logs from S. Banfield Interchange plans. The contractor anticipated that outside of tunneling beneath property there would be no encroachment on railroad property.

(Pacific Power and Light Co.) The Power Company will supply power to the north portal under the existing Halsey structure. The majority of this power will be transferred to the center manhole at Station 328+16 when tunneling reaches that location.

(Northwest Natural Gas Co.) The Gas Company has already cut off a 1-inch diameter gas line in conflict with the south manhole near Station 359+70, however, the contractor was advised to notify the Gas Company prior to work commencing on the manhole so that the cut off of the line could be double checked. It still remains for the Gas Company to cut off a 2-inch gas line under the Halsey structure.

Utilities Cont'd

(Hazelwood Water District) The Water District will install a new water line in the new Halsey structure to replace the existing line under the existing Halsey structure. Since Lewis Corp. is renting a building serviced by this line, they have an interest in maintaining water line crossing of sewer tunnel.

(Existing Storm Sewers) The contractor was informed that the existing high-pressure sanitary sewer that crosses the work area near the north end of the sewer pipe is well below grade of the sewer pipe. Also, an existing 36-inch storm sewer discharges water into a ditch which continues through the area to be used as a mandatory disposal area. This ditch should be maintained across the work area.

The meeting continued with discussion of the following general construction items:

1. Lewis Administration
   Jack Lewis will be Job Superintendent and Project EEO Officer. Rich Gehrman will be Safety Officer. The contractor plans to use a work force of 9-10 people per shift on the tunnel boring portion of the project. In addition, he will use nine people to cast pipe segments.

2. Contract Administration
   John Widmer advised the contractor of his obligations regarding the following items:

   a. The Portland Area Affirmative Action Plan requires 5½ to 6½ percent quota of minorities in all labor classes. If this is not complied with, the contractor must follow the procedures outlined in the Special Provisions. Form No. 257 is to be submitted monthly by the contractor.

   b. EEO meetings must be held periodically for both staff and employees. OSHD representatives should be notified of these scheduled meetings so they can attend. The contractor was asked to furnish OSHD with a letter informing us of his EEO Officer and of the company's Affirmative Action Plan. Form No. 1391 is to be submitted monthly by the contractor.

   c. The contractor's trainee plan is tentatively approved for two operating engineer apprentices and two labor trainees. A Quarterly Training Report No. 181-734-3897 is required from the contractor four times per year.

d. Only two subcontracts were expected. They would be with an electrical subcontractor and a manhole rebar placer subcontractor. Neither of these subcontracts would be equal to or greater than $10,000. However, two material suppliers would exceed this amount. They would be Town Concrete Pipe and Willamette Hi-Grade Ready Mix Concrete. These suppliers would need to submit statements of compliance with Federal EEO policies.

3. Safety
Bob Rottweiler, OSHD Region Safety Officer, informed the contractor that Oregon State laws are more restrictive than OSHA regulations regarding trenching and excavating. These rules are covered in Oregon Safety Code Chapter 24, "Safety Code for Mining, Tunneling and Quarrying", and in Chapter 437 of the revised State Safety Code Manual. Jack Lewis expressed a desire to meet with OSHD Resident Engineer and Safety Officer to discuss air supply and general safety items. Meeting will be scheduled in the near future.

4. Survey
The contractor would like to have reference points located every 200 feet along the bottom of the tunnel to control the alignment and grade. The alignment of the tunnel boring shield will be controlled by a laser instrument which will be set 200 feet back of reference point. The laser will shoot through the reference point and project the line and grade ahead. We discussed curving the alignment of the tunnel through plan angle points. This would be required due to segmental-type construction. Jack Lewis indicated that he wanted to use a 3000-foot radius curve and vary the thickness of the gaskets between the segments to maintain a radial alignment. In addition, the curving of pipe sections outside of tunnel was discussed.

5. Tunnel Construction
Discussed procedure to be used in tunneling and installing precast concrete pipe segments. A mining shield will be jacked into the ground. This shield will have its front face sloped on an angle equal to the angle of repose of the soil. This will prevent excessive overbreak of soil in the heading. The pipe segments will be brought into the tail section of the shield. They will be mounted in position and held there by radial jacks as the shield is advanced forward. This will leave a ½-inch gap between the segments and the soil after the shield has completed its advance. The soil will redistribute itself and fill up the gap. The segments will then be expanded to reconsolidate the soil. This expansion will be controlled by jacking stresses. Since the soil is expected

to be uniform in composition, the same jacking stresses should expand each set of segments equally so that they are in close alignment to each other. It was anticipated that this alignment should not vary by more than 1/8 inch. If these offsets become excessive, some other method of controlling the jacking stresses will have to be improvised or grinding will be required. The bottom open portion of the segmental pipe sets will be supported open by 2-inch diameter steel stulls. This portion of the segmental pipe will be filled with non-shrink concrete after the tunnel has been completed unless ground water is encountered. Jerry Backstrand questioned details for where radial gasket joints meet circumferential gasket joints between segments. Contractor indicated he would supply us with details of these joints. Also, details for pipe construction at "Y" interconnection near Station 299+45, details for Halsey St. structure support, details for manholes, and details for poured-in-place pipe diameter transition sections remain to be submitted for approval. Jack Lewis indicated that these are three weeks away.

6. Work Orders
John Bond questioned status of price agreement for value engineering proposal to substitute precast concrete pipe segments. It was explained that when all the details were submitted a price agreement would be drawn up. John advised that a letter should be attached to the second notification outlining why total work was not completed on the portion of the work to be done by May 1, 1977. He also recommended that an extra work order be written to cover additional exploratory work at Station 355+00 to determine extent of water table.

The meeting was adjourned at 11:45 AM.

JCS/ah/cr
cc Jack Lewis, W. J. Lewis Corp., Portland
R. S. Orr, UPRR Co., Portland
C. T. Christianson, FHWA, Salem
John Bond, OSHD, Salem
R. H. Whitby, OSHD, Salem
Jerold Backstrand, ODOT-Bridge, Salem
Thomas Artherton, ODOT-Bridge, Salem
J. L. Widmer, OSHD, Salem
Gary Kennen, ODOT, Portland
Bob Shotwell, OSHD, Portland
Marion Craft, OSHD, Milwaukie
Walt Hart, OSHD, Milwaukie
Bob Rottweiler, OSHD, Milwaukie
Roger Kuchinka, OSHD, Portland
Jerry Street, OSHD, Portland
Maury Paine, OSHD, Milwaukie

9462

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

March 31, 1977

D 315-2-130

Mr. J. E. Chidsey
Railroad & Utility Engineer
Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310

Dear Mr. Chidsey:

Please refer to your letter of March 30 concerning change in diameter of the 84-in. storm sewer covered by Agreement ODT RR 711, our Dept. No. 31138-1.

You may proceed with the installation of the 96-in. storm sewer in lieu of the 84-in. with the understanding that all work will be done under the terms of the existing agreement, and the state will execute a second supplemental agreement covering the change in diameter.

The agreement will be transmitted under separate cover.

R-465

Yours truly,

L. A. Kirkeby Om
L. A. Kirkeby

XC: R.L. SCHROEDER
J.H. VERSTEEG
C.T. KEASEY
W.L. HART
JERRY STREET
J.L. SOLLIS
J.B. BOYD

RECEIVED
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RR & UTILITY UNIT

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APR 5 1977
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

#9462

ROW 18-2

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March [illegible], 1977

Union Pacific Railroad Co.
P.O. Box [illegible]
Portland, OR [illegible]

ATTN: R. S. Orr
Public Projects Engr.

S. Banfield Interchange
S.E. Yamhill St. Section
East Portland Freeway
Multnomah County Storm Sewer
UPRR File No. 315-2-130/Spcl

Dear Sir:

Our contractor on the S. Banfield Interchange - S.E. Yamhill Street (Storm Sewer) Section of the East Portland Freeway, Multnomah County has proposed to increase the size of the sewer pipe to 96" in lieu of the 84" pipe called for on the plans. This proposal is being made by him since the 96" diameter is an easier size for him to fabricate and will be done at no additional expense to the State. This size increase will be approved by the Highway Division. The flow line elevations will remain as shown on the plans and the horizontal alignment will remain the same.

Please advise if any additional steps need to be taken in order to modify the pipeline permit granted by Union Pacific to the Highway Division for this storm sewer due to the increase in size. The supplemental agreement between the Union Pacific and the Highway Division, dated October 20, 1976, calls for an 84" monolithic storm sewer pipeline.

If there is any further information I can provide to you regarding this matter, please contact me.

Yours truly,

J. E. Chidsey

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db

bc: R. L. Schroeder
~~J. H. Versteeg~~
C. T. Keasey
W. J. Hart
Jerry Street
J. B. Boyd
J. L. Sollis

RECEIVED
MAR 31 1977
Office of
State Highway Engineer

Form 81-734-3123

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
3700 S.E. 92ND AVENUE
PORTLAND, OREGON 97266

FILE: CON 5-8462

FROM: JERRY C. STREET Jerry C. Street

SUBJECT: S BANFIELD INTCH-SE YAMHILL
CONTRACT NO. 8462
PROPOSED HAUL ROAD

TO: J.H. VERSTEEG
ROAD DESIGN ENGINEER

ATTN: W.E. COLE

Attached as per your March 11, 1977, instructions find two rolls of cross-sections and revised Plan Sheet No. 5 for S. Banfield Interchange Contract. One roll of cross-sections represent I-205 "L" Stations 284+00 thru 292+00. The other roll of cross-sections represent I-205 "L" Stations 293+00 thru 299+00. The new proposed cross-sections of the haul road for this Contract are shown on the cross-sections in blue pencil. On Sheet No. 5, the revised haul road location is outlined in blue pencil. The long dashed lines represent the actual haul road, while the short dashed lines indicate the toe of the haul road slope. This revised location for the haul road is requested by this writer in order that the Sewer Tunnel Contractor will have additional working area West of the I-205 "L" centerline. The additional area will provide him with enough room for on-site fabrication of the sewer pipe segments.

JCS:ah

CC: C.T. KEASEY, OSHD, SALEM.
M.A. CRAFT, OSHD, MILWAUKIE.

3/16/77
Revisions have been made and Specs notified.
W.E.C.

Minor change all taken care of. Reviewed with Olson. DO

1 Versteeg ✓
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STATE OF OREGON **INTEROFFICE MEMO**

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STATE HWY ENGR
JAN 31 '77
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: MEMO TO THE FILE

DATE: January 28, 1977

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: I-205 Bridge

NOTED
E. S. HUNTER

Met with Walt Hart and Jack Lewis, W. J. Lewis Corporation, Tunnel and Shaft Constructors, contractor on the I-205 storm sewer, to discuss a proposal of the contractor to increase the size from 84 inches to approximately 108 inches. The proposal is being pursued solely by the contractor on the basis of the increase capacity, which could be obtained for a very reasonable cost due to the construction cost of the large storm tunnel.

The contractor had contacted both county and city representatives with the proposal and indicated that they were interested in proceeding with a larger facility.

However, the total cost to increase the storm sewer facility on I-205, including both the tunnel from Yamhill to the Banfield and the facility from the Banfield to the Columbia River, is approximately 2 1/2 million dollars.

I contacted Oliver Domreis who reviewed the proposal with Martin Crampton and Rena Casma. The question posed was, is the county interested in purchasing capacity from the I-205 storm sewer at a cost ranging from 1 1/2 million to 2 1/2 million depending upon the city of Portland providing the difference.

Their response was that the cost to the county is approximately 6 million dollars for the connecting facilities to utilize the 2 1/2 million dollars worth of additional capacity, and that 8 1/2 million dollars is not available considering other priorities for that money in Multnomah County. The contractor was involved with the conversation and understood the answer.

I was unable to contact anyone in the city to determine their interest and will not pursue since the county is not interested in picking up the major portion.

Walt Hart advised the contractor to proceed with the 84-inch storm sewer.

ldo

cc: H. S. Coulter
E. S. Hunter
W. J. Hart
E. L. Hardt

8462

STATE COPY 15

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-10[illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-2[illegible]-77	State Oregon County Multnomah Project No. I-205-7(37)310

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, S. Banfield Int., S. 1.19 mi. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11/15/76	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.24%

ESTIMATED TOTAL COST OF PROJECT $ 2,617,724.00	FEDERAL FUNDS $ 2,414,588.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JAN 24 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
Salem, Oregon, January 10, 1977

FEDERAL AID PROJECT
NO. I-205-7(37)310

S. Banfield Int. - S.E. Yamhill St. Section
East Portland Freeway

Project agreement estimate.

Type Code Y007
Sewer Tunnel (Sta. "L" 292+55 to Sta. "L" 359+88.27)

Mobilization	All Required		$ 230,000.00
84-inch Sewer Tunnel	6,300 lin. ft.	280.00	1,764,000.00
Access Manhole, Sta. 328+16.73	1 only	175,000.00	175,000.00
Access Manhole, Sta. 359+70	1 only	24,000.00	24,000.00
Halsey Street Bridge Protection	All Required		22,600.00
Trench Excavation	1,673 cu. yd.	12.00	20,076.00
84-inch Sewer Pipe, Class 3	154 lin. ft.	110.00	16,940.00
84-inch Sewer Pipe, Class 4	290 lin. ft.	135.00	39,150.00
Portland Cement Concrete in Sewers	298 cu. yd.	50.00	14,900.00
Sewer Manhole Illumination	All Required		3,000.00
			$2,309,666.00

Anticipated Items

Railroad Protective Cost	All Required	$ 13,000.00
Temporary Erosion Control	All Required	1,000.00
On the Job Trainee (4 @ $800)	All Required	3,200.00
		$ 17,200.00
	Subtotal	$2,326,866.00
	Engineering	290,858.00
	TOTAL	$2,617,724.00

Length of Project 0.00 mile

Work by N.W. Natural Gas Co.	All Required	$ 200.00

(to be charged to Utility Projects, I-205-7(13)300: 626-1099)

Federal Funds (92.24%)		$2,414,588.00
State Funds		203,136.00
	TOTAL	$2,617,724.00

Group 1 - 100%

Contract No. 8462

Prefix No. 626-1077

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 21, 1977

W. J. Lewis Corp.
P. O. Box 5946
Orange, CA 92667

Storm Sewer Tunnel
I-205

Your submittal of January 3, 1977 contained several proposals for modifications to the subject project. Those proposals have been reviewed and preliminary approval can be given to the proposed manhole change and to the precast concrete segment lining concept. The proposal to increase the tunnel size must be rejected.

The final approval of the changes in the manhole structures is contingent on review and approval of actual design, drawings, and specifications to be submitted by you.

The precast segment lining concept appears acceptable in principal. There are questions relative to design, grouting and joint seal details that will require approval of our design staff.

There were two principal factors which entered into the decision not to increase the sewer size. The total cost to increase the storm sewer size through the tunnel and north to the river is about $2,500,000. This additional cost would have to be borne totally by local government. These funds are not available at this time.

We have had very preliminary discussions with our legal staff on the proposal to increase the sewer size. They are concerned that a change of this magnitude is too far removed from the original project which was offered to public bid. Consequently a re-bid of the contract would be required.

RECEIVED
STATE HWY ENGR
JAN 24 '77
REFER TO
FOR

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

cc Glen Green
E. S. Hunter
Region 1 Engineer
Jerry Street

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#911

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 20, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Storm Sewer Tunnel
East Portland Fwy.
Multnomah County
Bridge 13573

Enclosed is a copy of the Contractor's proposal for changes to the storm sewer tunnel contract plans under the value engineering clause. The proposal for the change in size is not going to be accepted due to a lack of interest in participation by the City of Portland and Multnomah County

Although you may want to review the other proposals in detail, an early reply as to your approval of the concepts is necessary in order that the Contractor may be so informed and expedite his planning and scheduling of work.

WALTER J. HART

Walter J. Hart
Bridge Engineer

JEB:dh

Enclosure

E. S. Hunter
cc C. T. Keasey
L. W. Rulien

RECEIVED
STATE HWY ENGR
JAN 21 '77
REFER TO
FOR

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

2412 1-205

Salem, Oregon
January 18, 1977

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

W. J. Hart
Bridge Section

Sewer Tunnel
S. Banfield Interchange--
S.E. Yamhill Street
East Portland Freeway
Multnomah County

We have reviewed W. J. Lewis Corporation's proposal to change the manhole structures as submitted with their letter of January 3, 1977, and have no objections to the design change.

A review of the cost savings should be made to verify their figures. A final review of their details should also be made prior to final acceptance of their design.

Steps in the bottom part of the sewer pipe should be revised to be similar to details shown on our contract plans. Attached is a copy of a letter from the Workmen's Compensation Board indicating thier acceptance of the proposed change.

DOC:az
cc; W. E. Cole

RECEIVED
JAN 19 1977
ROAD DESIGN SECTION

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

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WORKMEN'S
COMPENSATION BOARD

ACCIDENT PREVENTION DIVISON

LABOR AND INDUSTRIES BLDG. • SALEM, OREGON • 97310 • Phone 378-3272

January 14, 1977

Duane O. Christensen, Design Engineer
Road Design Section
Dept. of Transportation
Highway Division
222 State Highway Building
Salem, OR 97310

Re: Sewer Tunnel - S. Banfield Interchange
S.E. Yamhill Street Section

Dear Mr. Christensen:

We have reviewed your proposed change of drawing 29908 and 29909 and find them in compliance with applicable safety standards.

An approved ladder climbing safety device would be an acceptable means of safeguarding personnel using the ladder in the access manholes.

Very truly yours,

ACCIDENT PREVENTION DIVISION
James E. Wiles, Administrator

O.M. Nygaard
O. M. Nygaard, Asst. Supervisor
Technical Services Section

OMN:df
cc: L. Katz

REFERRED TO

Beard	Reed
✓ Cole	Sample
Eriksen	Watson
Hager	Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
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RECEIVED
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W. J. LEWIS CORP.
P.O. Box 5846
Orange, Calif. 92667

January 3, 1977

State of Oregon
Dept. of Transportation
Highway Division
5821 N.E. Glison Street
Portland, Oregon 97213

Attention: Mr. Jerry C. Street
Resident Engineer

Subject: Storm Sewer Tunnel
S. Banfield Int. - S.E. Yamhill St.

Re: Proposal to Change Tunnel Sections

Gentlemen:

On December 23 bids were opened on the above project and our company was the apparent low bidder by a wide margin. Since that date, a review of the overall project considerations has promoted several concepts we think you may find of some interest.

Unlike most highway oriented construction projects, a tunnel project such as this invariably requires a significently longer time period for mobilization related activities, most of which, and certainly the most time consuming, cannot commence until the size and type of section is fixed. It is with this thought in mind that we are including herewith several copies of a proposal regarding size and type; which we feel could produce substantial benefit to the taxpayer, and contribute generally to the progress of tunnel practice.

We would appreciate the opportunity to meet with those representatives having an interest in this project in order to provide additional clarification as well as receive any imput which may guide us in making the proposal more appropriate.

Thank you for your consideration.

Very truly yours,
W.J. LEWIS CORP.

William Lewis
William Lewis
President

W. J. LEWIS CORP.
P.O. Box 5846
Orange, Calif. 92667

January 3, 1977

PROPOSAL (Tentative)

To: State of Oregon
Dept. of Transportation
Highway Division
Salem, Oregon 97310

Proj: Storm Sewer Tunnel
S. Banfield Int. - S.E. Yamhill St. Section

Gentlemen:

This proposal offers to increase the size of the above tunnel from it's present 7'-0" diameter to 9'-0" diameter and change the construction from precast pipe to precast segments.

Introduction:

Our company has been interested in the above tunnel since October, 1972. At that time we were informed the tunnel was to be 8½ feet in diameter. It is our understanding that the subsequent size reduction was due in part to the decision by Multnomah County to withdraw from participation. It is also our understanding that the City of Portland is participating in the project.

After the bid opening on December 23 we became acutely aware of the gross difference between our bid and that of the other bidders and reasoned that there must also be a similar difference between our bid and earlier estimates prepared by the Highway Division. This led us to the conclusion that there may be some interest in exploring the potential for increasing by 95% the capacity of the sewer to accomodate greater storm frequency or a larger runoff area. This would seem particularly worth consideration if the cost of the additional capacity was substantially less than alternative schemes as presently contemplated. If the foregoing suppositions are valid, the benefits to local taxpayers could be significant while at the same time providing an increased frequency factor for highway drainage.

The reason for making such an offer is twofold. First, due to the fact that the monetary value of the project would increase there would be a proportional increase in profit potential. Secondly, there is a consensus of opinion among notable experts in tunneling that precast concrete segments will experience much greater utilization in tunnels throughout this country, as they have in Europe. We are therefore more interested in developing technology to compliment the use of segments than methods which appear to be headed towards obsolescence or specialized applications. As techniques and equipment evolve to maximize the use of segments, size of opening will become less significant and standardization will lead to determining the optimum low-end size, considering overall economy. It appears to us that a nine foot diameter tunnel is probably the lower limit of segment utilization on tunnels of any appreciable length.

The cost of underground equipment, particularly prototype equipment is great. It is for this reason that unique and potentially advantageous concepts must wait for a project that would help in amortizing part of the capital requirement. We have spent very heavily in the past to develop previously untried techniques and equipment and wish to continue that approach into maximizing the use of concrete segments.

We have built one twenty-two foot diameter tunnel for the California Dept. of Transportation using 8 inch and 10 inch thick concrete segments. We would like the opportunity to develop an innovative segment production, handling, and installation system which, when coupled with our proven excavating machine, would provide the potential for surpassing present record advance rates.

Details and supporting data follows:

W. J. LEWIS CORP.
P.O. Box 5846
Orange, Calif. 92667

COST / BENEFIT CONSIDERATIONS

Tunnel Cost as Bid:		
Mobilization	$ 230,000.	
6300 LF 84" Tunnel	$ 1,764,000.	
TOTAL		$ 1,994,000.

Bid Costs as Function
of Capacity & Volume:

Approx. "Q"=390 cfs: $\frac{1,994,000.}{390}$=....................$5,113./cfs

Vol. of Opening=8977cy $\frac{1,994,000.}{8977}$=....................$ 222./ cy

7.0' Tunnel Costs Linearly
Applied to 9.0' Tunnel:

Approx. "Q" 760 cfs X $ 5,113.=........................$ 3,885,880.

Vol. of Opening=14,844cy X $ 222.=......................$ 3,295,368.

Volume, being the lesser of the two linearly functional comparisons, will be used for determining additional cost:

Volume Basis Cost =	$ 3,295,368.		
Less Cost as Bid =	1,994,000.		
Additional Cost-Linear Expanded Vol.		$ 1,301,368.	
Reduce by 50%		- 650,684.	
Tentative Additional Cost if Accepted			$ 650,684.
Tunnel Cost as Bid			1,994,000.
Tentative total tunnel cost if proposal is accepted			$ 2,664,684.

Cost of Additional Capacity/cfs:

$ 650,684. ÷ (760-390cfs) =........................$ 1,728./cfs

Based on capacity this reflects a unit functional cost reduction of $100\% - \left(\frac{1758}{5113}\right)$ compared to similar derivatives for the present capacity = 66%

If this proposal should be accepted, the result would be that the people of Oregon would acquire a tunnel with 95% greater capacity at a cost substantially less than what we presume to be the agency estimate for the smaller tunnel.

CONCRETE SEGMENT LINING - DISCUSSION

In a general study of soft ground tunneling, Fenix and Scisson, Inc. and Arthur D. Little, Inc. (Ref.2) in 1970 concluded, "It is therefore concluded that for the foreseeable future the tunnel lining process remains the major constraint to improvement in performance of tunneling systems and represents an area of soft ground tunneling in critical need of R&D effort....Therefore, it is concluded that emphasis should be placed on the development of a single liner process for permanent wall support in soft ground tunnels." (Ref.2,pp F22-23, underlining theirs)

Many authorities have studied the sucessful tradition of concrete segment usage in Europe (Ref.8) and are beginning to apply the well established European practice in the United States.

"Precast concrete segments have recently become very popular though they were introduced nearly half a century ago." (Ref.5,pg.58) Recent examples in North America of concrete segments used as both initial and final tunnel lining include the Buckskin Mountains Tunnel, a $57,000,000 job partially complete in Arizona and the Stillwater Tunnel in Utah, a $26,000,000 job just bid, both by the U.S. Bureau of Reclamation. Other examples are the Mexico City Subway built in the 1960's (Ref.9) and the Stevens Creek Culvert built in 1976 by W.J. Lewis Corp. in Cupertino, California for the California Dept. of Transportation. This last tunnel was 22 feet inside diameter and was constructed of 8" and 10" thick concrete segments in sandy clay twenty feet beneath Interstate 280.

"The ability of concrete segments to resist earth loads for which they are designed has been very satisfactory to date." (Ref. 5,pg.59)

The tunnel lining proposed here for the Portland I-205 Storm Sewer consists of rings of four 6" thick precast concrete segments measuring 9' in inside diameter and 5' in length. The segments will be erected within the tail of a tunnel shield and expanded snug. Upon the ring leaving the shield tail it will be expanded hydraulically into tight contact with the circular hole cut by the tunnel shield (see included drawing).

"In most instances a prestress induced in the lining is beneficial. It would improve the contact between the lining and the ground. In addition, the elevated initial radial stress would reduce the initial shear stresses in the ground and, therefore, also the subsequent creep and swell deformations." (Ref.1,pg.108)

The expansion gap at the bottom will be permanently held with steel stulls and shims. Upon completion of segment installation through the entire tunnel the expansion gap will be concreted. The use of a shield joined with segment expansion will make grouting unnecessary unless uncontrolled losses should occur as a result of sudden changes in the soil medium.

Concrete Segment Lining - Design

The following discussion is abstracted from research reports covering work done at the University of Illinois since 1968. The U. of I. ongoing effort is the most wide ranging and thorough inquiry into tunnel linings ever made in the United States. We begin from the final recommendations in a report entitled "Design of Tunnel Linings and Support Systems". (Ref. 1):

"Recommended Design Procedures"

"Theoretical studies and the increasing storehouse of full-scale field observations lead to the conclusion that no tunnel lining is likely to be acted upon by forces corresponding to the classical states of active or passive earth pressure, or even earth pressure at rest. Design based on such calculations should be discontinued. Indeed, any design procedure based on the premise that the lining constitutes a structure acted upon by a fixed system of loads rests upon a fallacy;even procedures that allow for modifications of such loads by invoking the concept of a modulus of subgrade reaction are equally objectionable because they ignore the overriding influence of the deformations of the soil mass that occur before the lining is capable of carrying stress." (Ref. 1, Page 95)

"The design of the lining cannot be put on a rational basis until the main details of the method of construction have been decided...If a contractor proposes an alternative, the effects of the changes on the entire design must be evaluated." (ibid.)

"The magnitude and the distribution of the long term forces acting on any underground structure as well as internal forces in such structures are significantly affected by the sequence of excavation and construction leading to the completion of the underground structures. This is more so in cases where yielding and subsequent redistribution of stresses is expected to occur in the medium. The analysis of the completed structure without considering the construction sequence will not yield satisfactory results mainly because the forces acting on the structure cannot be determined accurately and also because the stress paths will be different from the stress paths in the real structures." (Ref. 3, Page 2-8)

"Even with conservative and idealistic assumptions, rational treatment including interaction should result in a safe design having substantial savings over traditional methods of design. In most cases, rational treatment of idealistic assumptions is expected to be far superior to the continued use of traditional methods which are completely inappropriate both in the selection and treatment of the assumptions. A classic example of an inappropriate traditional method is the design of soft ground tunnels as a rigid lining for an arbitrary unchanging set of loads based on K_o." (Ref. 6, Page 2-41, underline theirs)

"A discussion of the fundamental concepts and the details of the design of liners for soft ground tunnels is contained in Deere, et al. (1969) Basically, support systems for single tunnels in soft ground can be designed for ring compression due to a uniform radial load equal to the overburden pressure. Because of the inevitable inward yielding associated with excavation, the loads for single tunnels are not likely to exceed the overburden pressure, and usually they are considerably smaller." (Ref. 7, Page 5)

"To avoid the excessive cost, and sometimes the danger, of design based on a system of fixed loads, and to gain the advantages of utilizing the not inconsiderable strength of the surrounding soils, a semi-empirical design is warranted. It consists of four separate steps:" (Ref. 1, Page 95)

"1. Provide adequately for the ring thrust to be expected.
2. Provided for the anticipated distortions due to bending.
3. Give adequate consideration to the possibility of buckling.
4. Make allowance for any significant external conditions not included in (1) to (3) above." (ibid, Page 96)

"Ring Thrust"

"Experience indicates that the thrust in the lining is relatively uniform irrespective of distortions and nonuniform loading of the lining. The compression in the lining, σ, is related to the average radial load p on the lining by

$$\sigma = p \frac{a}{t},$$

where a is the exterior tunnel radius and t is the thickness of the lining (or its section area per unit length). The radial load p must for design purposes be selected as the maximum value possible during the lifetime of the structure, and a suitable safety factor must be applied...." (ibid, Page 96)

"$P_{ult} = P_z$ is usually a suitable design load . . . It, then, appears that unless conditions are exceptionally favorable and future construction nearby can be ruled out, it is advisable to design the lining for the full overburden pressure. On the other hand, since it is unlikely that the radial load would exceed the overburden pressure, the safety factor may be chosen small." (Ref. 1, pp 97-98)

As worked out for the Portland 1-205 Storm Sewer, the liner average compressive stress comes to approximately 900 psi. Since the segments will be made of 4000 psi minimum compressive strength concrete there will be a safety factor of over 4:1.

"Bending"

"It has been demonstrated that the distortion of a lining varies within quite narrow limits even with widely varying soil conditions and lining rigidities. Table IV-4 shows that the relative distortion $\frac{\triangle a}{a}$ (relative radius increase or decrease) in all the reported cases is less than 1% and frequently of the order of 0.1%" (Ref. 1, pg 99)

"One of the more striking conclusions of the study performed under this contract is that distortion of a tunnel lining is, within limits, to be sought rather than avoided." (ibid, pg 103)

"If the distortion is acceptable, it would appear much more feasible to make the lining as flexible as possible, either by making it as thin as practicable or, if that does not suffice to reduce the stresses, to introduce a number of moment-free joints in the lining." (ibid, pg 101)

A method is given in Ref. 6 for calculating $\frac{\triangle a}{a}$. "Thus, the methods apply to segmented liners which are grouted or expanded after leaving a shield or to concrete liners placed close to the face, but not to supports such as steel sets with discrete blocking." (Ref. 6, pg 2-36)

Worked through using approximated values for soil conditions for the Portland I-205 Storm Sewer Tunnel (see Appendix) we get $\frac{\triangle a}{a} = .00310$ or .31%. Maximum deflections are thus .33 inch. This would seem acceptable for a project of this nature.

"Buckling"

"Buckling failure due to earth pressures acting in planes at right angles to the tunnel axis are highly improbable, except possibly in extremely soft cohesive soils at shallow depth or in cases where the dominant loading of the lining is a water pressure." (Ref. 1, pg. 101)

"External Conditions"

The I-205 Tunnel lies almost entirely beneath the proposed freeway. Because of this and the amount of cover, it seems unlikely that any excavation in close proximity to most of the tunnel would ever occur. However, we believe it would be prudent to utilize a rigid structure at the downstream end of the tunnel, between Sta. 296 + 70 and approximately Sta. 299 + 70, due to shallow overburden, the planned future wye connection, and anticipated freeway structure footings.

It might also be desirable to build the junction structure along with original construction in lieu of breaking into the tunnel later. We would like to work closely with the Division on all particulars of this proposal.

42.381 50 SHEETS 5 SQUARE
42.382 100 SHEETS 5 SQUARE
42.389 200 SHEETS 5 SQUARE
NATIONAL

Appendix A: Calculations

Flowrate Calculation

Manning Formula: (From King, Handbook of Hydraulics, McGraw-Hill, as reproduced in Design, Vol 1, Elwyn E. Seelye, John Wiley & Sons)

$$Q = (a)\left(\frac{1.486}{n}\right)(R^{2/3})(S^{1/2})$$

$$\therefore \quad \frac{Q_2}{Q_1} = \frac{(\pi R_2^2)\left(\frac{1.486}{n}\right)(R_2^{2/3})(S^{1/2})}{(\pi R_1^2)\left(\frac{1.486}{n}\right)(R_1^{2/3})(S^{1/2})} = \frac{R_2^{2\frac{2}{3}}}{R_1^{2\frac{2}{3}}} = \left[\frac{R_2}{R_1}\right]^{2\frac{2}{3}}$$

or, since $D = 2R$

$$Q_2 = Q_1\left[\frac{D_2}{D_1}\right]^{2\frac{2}{3}}$$ Relationship of Flow to Diameter

Substituting $D_1 = 84''$, $D_2 = 108''$

$$Q_2 = Q_1\left[\frac{108}{84}\right]^{2\frac{2}{3}} = 1.95\,Q_1$$

Lining Compressive Stress

$$\sigma = p\frac{a}{t}$$

σ = avg. lining compressive stress
p = max. radial load
a = outside radius of tunnel
t = wall area / unit length

Assuming: $p_{max} = p_z = \gamma H_{max}$, $\gamma = 130\,\#/ft^3$, $H_{max} =$
$a = 5\,ft$, $t = (6\,in \times 12\,in)/ft = 72\,in^2/ft$

Substituting:

$$\sigma_{max} = \gamma H_{max}\frac{a}{t} = (130\,\#/ft^3)(100\,ft)\frac{(5\,ft)}{(72\,in^2/ft)}$$

$$\sigma_{max} = 903\,psi$$

42 381 50 SHEETS 5 SQUARE
42 382 100 SHEETS 5 SQUARE
42 389 200 SHEETS 5 SQUARE
NATIONAL

Bending Calculation

Referring to Fig. 2.9 and 2.16 reproduced from Ref. 6, we see that the diameter change coefficient, $\frac{\Delta D}{D} / \frac{\gamma H}{M_c}$ is constant for flexibility ratios greater than approximately 30, and is also constant for H/D ratios greater than 2.4.

The proposed Portland I-205 Storm Sewer lining can be considered completely flexible due to the presence of the flat butt joints with compression gasket which, for small rotations, would function as effective hinges.

The maximum value of the diameter change coefficient is 1.6 corresponding to the finite element - overburden loading method of analysis as detailed in Ref. 6.

$$\frac{\Delta D}{D} \Big/ \frac{\gamma H}{M_c} = 1.6$$

$$\frac{\Delta D}{D} = 1.6 \left(\frac{\gamma H}{M_c} \right)$$

From "Soil Mechanics" by Lambe + Whitman, pg 153

$$\text{Bulk Modulus} = \frac{E}{3(1-2\mu)}$$

Assuming $\mu = .4$ and $E = 2.8 \times 10^4$ psi

Lambe + Whitman, pg 159 "Well graded sand, coarse, subangular"

$$\frac{\Delta D}{D} = \frac{(1.6)\left(\frac{130\#}{ft^3}\right)(100\ ft)\, 3(1-2(.4))}{2.8 \times 10^4 \frac{\#}{in^2}} \; \frac{ft^2}{144\ in^2}$$

$$\frac{\Delta D}{D} = .00310$$

$$\Delta D = (.00310)(108'') = .334''$$

bol	C	F	Solution
———	0.57	15.3	Closed form-external loading, K_o=0.5
—△—	0.57	15.3	Finite element-excavation loading, K_o=0.5
—●—	0.57	15.3	Finite element-overburden loading
—○—	5.70	153.0	Finite element-overburden loading

Bulk Modulus

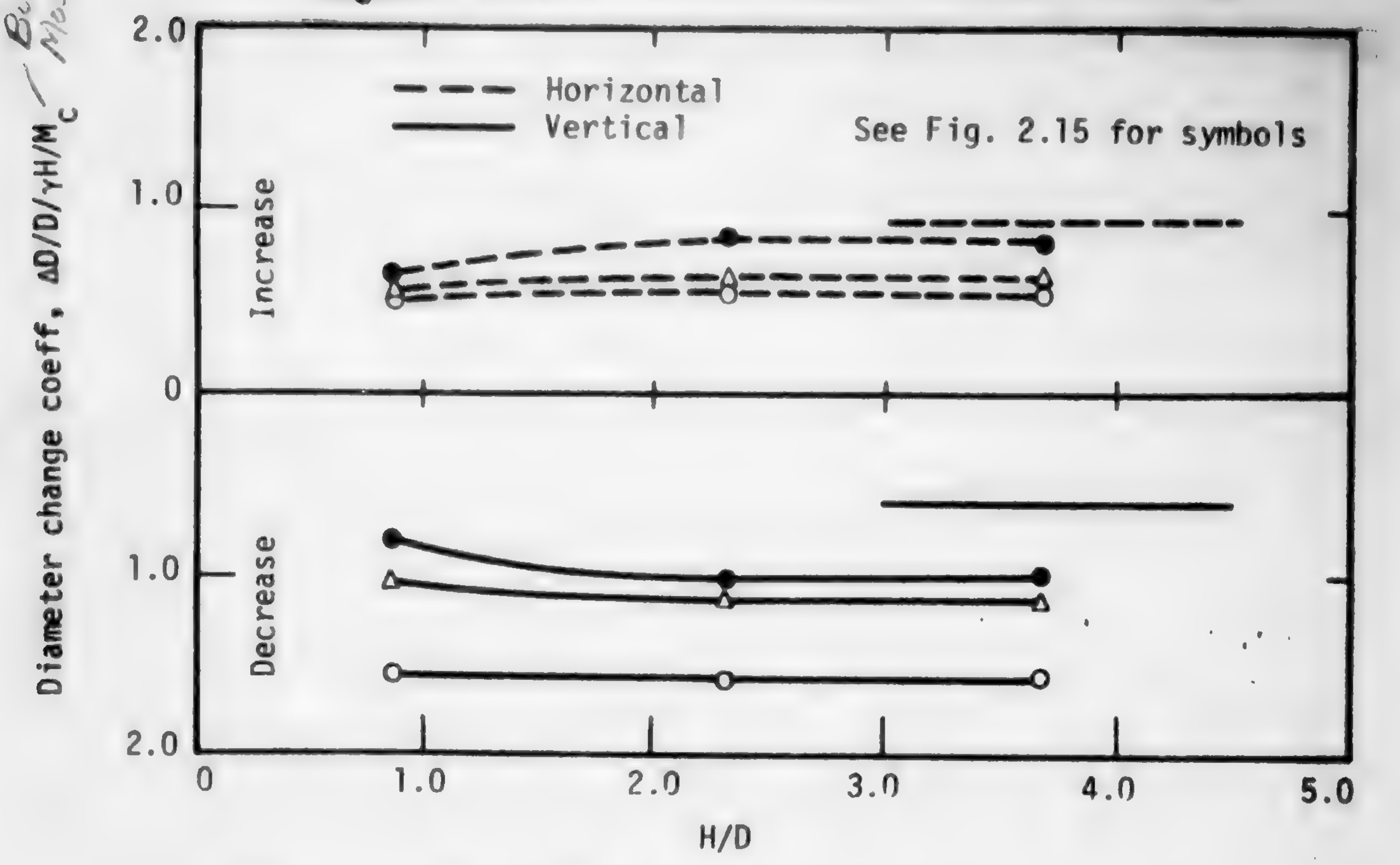


FIGURE 2.16 VARIATION OF DIAMETER CHANGE COEFFICIENT WITH DEPTH OF COVER (Ref. 6, pg. 2-29)

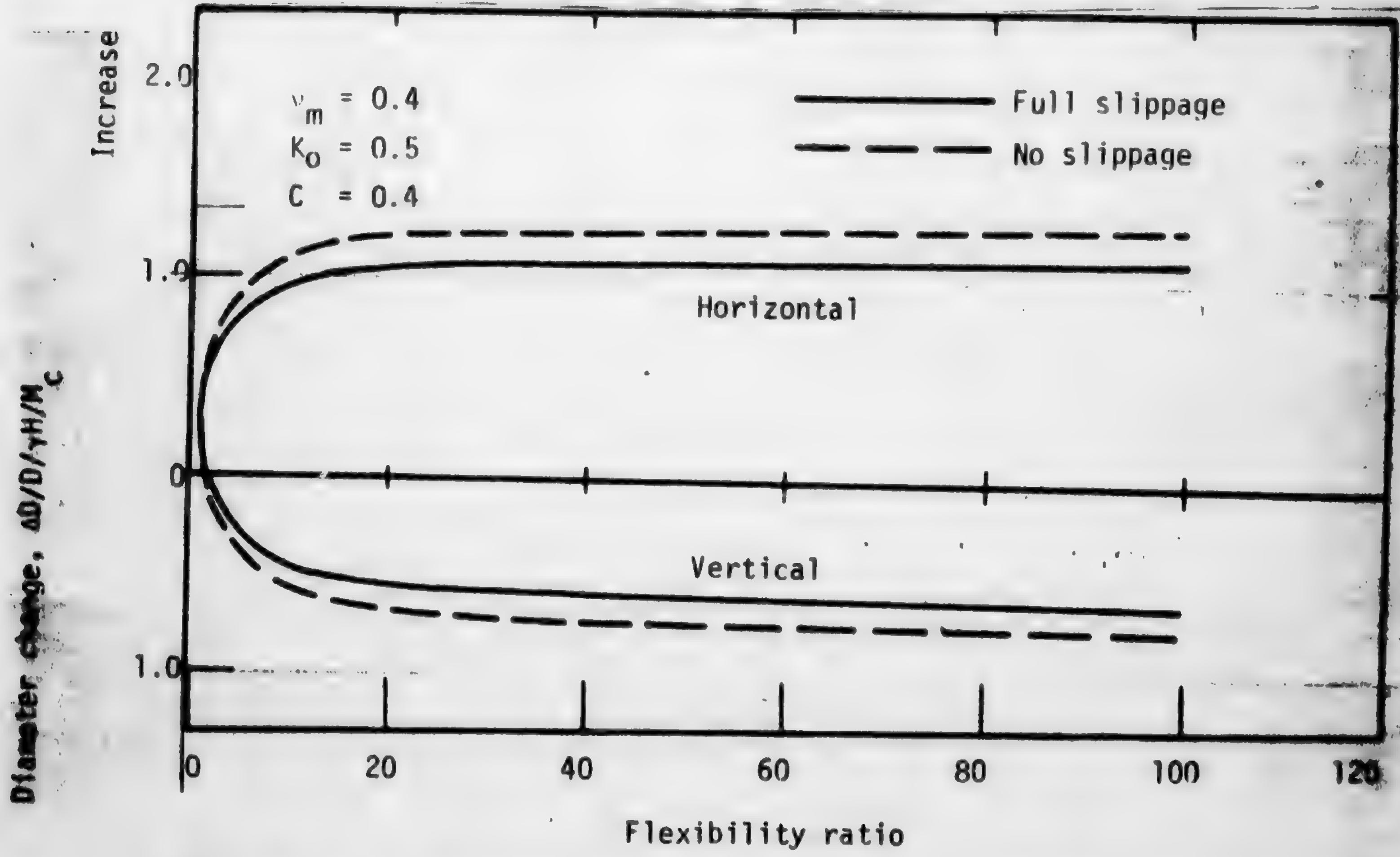


FIGURE 2.9 VARIATION OF DIAMETER CHANGE COEFFICIENT WITH FLEXIBILITY RATIO

(Ref. 6, pg. 2-20)

REFERENCES:

1. Deere, D. U., R. B. Peck, J. E. Monsees and B. Schmidt, (1969). Design of Tunnel Liners and Support Systems, Report for U. S. Dept of Transportation, OHSGT, Contract 3-0152: (Order No. PB183799 from CLEARINGHOUSE, Springfield, Va. 22151).

2. Fenix & Scisson, Inc. and Arthur D. Little, Inc. A Systems Study of Soft Ground Tunneling, Report No. DOT-FRA-OHSGT-231, Federal Railroad Administration, Dept. of Transportation, May 1970 (Available from CLEARINGHOUSE, Springfield, Va. 22151).

3. Ghaboussi, J. and Ranken, R. E., Tunnel Design Considerations: Analysis of Medium- Support Interaction, Report No. FRA-ORDD 75-24, Federal Railroad Administration, Dept. of Transportation, Nov. 1974 (Available from CLEARINGHOUSE, Springfield, Va. 22151).

4. Parker, H. W., Deere, D. U., Peck, R. B., Birkemoe, P. C., Semple, R. M., Testing and Evaluation of Prototype Tunnel Support Systems, Report No. FRA-ORDD 74-11, Federal Railroad Administration, Dept. of Transportation, Aug. 1973 (Available from CLEARINGHOUSE, Springfield, Va. 22151).

5. Parker, H. W., Semple, R. M., Rokhsar, A., Febres - Cordero, E., Deere, D. U., and Peck, R. B., Innovations in Tunnel Support Systems, Report No. FRA-RT-72-17, OHSGT, Dept. of Transportation, May 1971 (Available from CLEARINGHOUSE, Springfield, Va. 22151)

6. Paul, S. L., Gaylord, E. H., Hendron, A. J., Jr., Kesler, C. E., Mohraz, B. and Peck, R. B., Research to Improve Tunnel Support Systems, Report No. FRA-ORD&D 74-51, Federal Railroad Administration, Dept. of Transportation, June 1974 (Order No. PB-235-762/AS from NTIS, Springfield, Va. 22151)

7. Peck, R. B., Deere, D. U., Monsees, J. E., Parker, H. W., and Schmidt, B., Some Design Considerations in the Selection of Underground Support Systems, Report for U.S. Dept. of Transportation, OHSGT, Contract 3-0152, 1969, (Available from CLEARINGHOUSE, Springfield, Va. 22151)

REFERENCES:

8. Donovan, H. P., Expanded Tunnel Linings, Tunnels and Tunneling magazine, March, 1974 pp 46-53.

9. Chase, Arthur P., Precast Segmented Tunel Lining for the Mexico City Subway, Proceedings, North American Rapid Excavation and Tunneling Conference, AIME, New York, Vol. I, 1972, pp 439-467.

W. J. LEWIS CORP.

P.O. Box 5846
Orange, Calif. 92667

January 3, 1977

State of Oregon
Dept. of Transportation
Highway Division
5821 N.E. Glison Street
Portland, Oregon 97213

Attention: Mr. Jerry C. Street
Resident Engineer

Subject: Storm Sewer Tunnel
S. Banfield Int. - S.E. Yambill St.

Re: Proposal to Change Manhole Structures

Gentlemen:

Pursuant to Section 104.09 of the Special Provisions we submit the following Cost Reduction proposal. From review of the contract documents, we developed a certain understanding of the design criteria pertinent to the manhole structures. First, we feel that the purpose of a manhole structure is to afford access to the tunnel structure for various reasons. Namely, they are inspection of the tunnel, monitoring performance of tunnel at that location with flow meters, maintenance of the tunnel, removal of lodged debris, cleaning any deposits left in tunnel after storm, and ventilation of the tunnel while these activities are going on. Secondly, we noted that the manhole shaft diameter of 72" rather than the customary 36" or 48" diameter suggests that larger objects than people might be traversing this shaft. In addition to that, the presence of the ladder safety cable in lieu of the ladder cage indicates a desire to maintain most of this shaft cross section for large objects. We feel this is probably a wise choice since the installation cost of the 72" shaft isn't significantly higher than the smaller sections. We're somewhat puzzled however about the landing interfering with a cable utilized to raise or lower this large and probably heavy object thru the shaft.

Our proposal would therefore provide for a constant cross section from the surface down to springline of the tunnel. The basic design concept we propose has the manhole shaft projection totally within the tunnel prism and tangent with the interior surface of the tunnel at springline. A reinforced concrete manhole base structure having the same interior configuration as the tunnel would extend from 18" below tunnel invert to 18" above the inside top of the tunnel, where the shafting would join the base. A review of the attached detailed drawings more aptly define the proposed change.

It is thought that the removal of the obstructions to the tunnel prism would actually ease the maintenance work and the elimination of the sharp cross section changes in the present design should reduce the tendency for floating objects to get caught or snagged and thereby impair the operation of the tunnel.

There is another inherent benefit which accompanys a design of a manhole base that can be constructed from within the tunnel, which then provides for sinking the shaft pipe similarly to a pipe jacking arrangement, only in a vertical orientation. The benefit then being the elimination of the installation and maintaining even with double fencing a large deep hole. With the sinking of the 72" pipe neat against the earth, one could affix a heavy lid on the pipe when not in use.

In treating with those changes in the contract documents necessitated, should our proposal be accepted, we submit the following.

1. On page 18 of the Special Provisions, the sentence regarding Handrail should be deleted.

2. On page 21 of the Special Provisions, at the top of page, the section titled Finish on Special Manholes; delete portion after "and patched".

3. On page 22 of the Special Provisions, the section titled Handrail should be deleted.

4. On page 24 of the Special Provisions in the second line from top of page; delete "18' 6"" and replace it with the word "base". Also in the third line delete words "railing, chains, landings".

5. On page 26 of the Special Provisions, in section 651.44 Luminaires; and subsection (b) Lamps; delete sentence beginning with "Gallery".

6. On the page entitled Bid Schedule, Item 3,4,and 10 will change to reflect the savings as a result of this proposal.

7. On the profile page titled Sheet 4 and 5; in the upper left hand corner of the pages and in note ① delete Third line.

8. In the project plans substitute W.J. Lewis Corp. revised drawing numbers 29908,29909, and 31585 for the original drawings.

The proposed change should have no effect on other costs to the State.

It is assumed that the State could review this proposal in forty-five days, however, if additional time is needed; the State may have that time without impact on obtaining the maximum cost reduction.

Acceptance of the proposal shall have no effect on the completion of the project.

In order to depict the relative cost assigned to the original manhole design and the proposed change in this design, it is necessary to review the construction process for each one.

An examination of the original design indicates that it would be improbable to attempt to construct the Item 3 structure in any way other than opening up a large shaft excavation from the top. The largeness of the structure and especially the nineteen foot height, precludes building the structure from within the tunnel. We feel the most economical means of installing such a shaft is using multiple stages of rolled steel W.F. beam ribs and vertical timber sheeting. A total of six sixteen foot (net) stages would be required ranging from forty feet to twenty-four feet in diameter. The concrete structure could then be built in probably three concrete placements. After completing the structure, the contractor would install the 72" riser, extract the support material that safety and economics would allow and backfill and compact the material between the manhole riser and the excavated surface.

The construction logic for the proposed manhole structure would consist of boring a 30" hole from the surface to the tunnel prism. This hole would be within the confines of the proposed 72" manhole riser. The hole would be cased with short lengths of steel casing. During tunnel construction a timber and steel support system would be installed at the Item 3 manhole location. After tunneling is complete the tunnel size would be increased at said manhole by use of chemical grouting or other similar safe means. First, reinforcing steel and forms would be set, then the manhole base concrete would be placed in one or two stages. Once the manhole is stripped, manhole riser pipe could be started down from the top allowing the excavated material to fall down the cased hole into a muck car and thence to the dump. As excavation and pipe placement continued the short pieces of casing would be removed to allow excavation to continue. By having an open conduit between the manhole risers and the manhole base, an accurate mating of these components should be readily accomplished.

An estimated cost comparison by Item Number and the resultant savings to the state of Oregon; should the proposal be accepted follows:

Item #3		Bid Price 175,000.00
	Present Design	Proposed Design
Labor	56,630.00	37,450.00
Supplies	53,750.00	11,675.00
Material	16,250.00	12,240.00
Equipment	22,535.00	15,750.00
Overhead	9,875.00	5,335.00
Total Cost	159,040.00	82,450.00
Cost Reduction		76,590.00
Savings to State	50%	38,295.00

W. J. LEWIS CORP.
P.O. Box 5846
Orange, Calif. 92667

Item #4 Bid Price 24,000.00

	Present Design	Proposed Design
Labor	8,550.00	6,275.00
Supplies	575.00	520.00
Material	12,250.00	8,455.00
Equipment	540.00	435.00
Overhead	1,045.00	845.00
Total Cost	22,960.00	16,530.00
Cost Reduction		6,430.00
Savings to State 50%		3,215.00

Item #10 Bid Price 3,000.00

	Present Design	Proposed Design
Subcontractor	3,112.00	2,772.00
Total Cost	3,112.00	2,772.00
Cost Reduction		340.00
Savings to State 50%		170.00
Proposed Total Cost Reduction		83,360.00
Proposed Savings to State 50%		41,680.00

At present there is another cost reduction incentive being submitted, which would effect the final dimensions on those drawings replacing the deleted drawings. However with the understanding that the changed drawings will be in general accordance with the temporary drawing submitted herewith, the proposal is firm. Steel reinforcement, concrete details, miscellaneous metal details and electrical installation shall be to the satisfaction of the State.

We invite your comments on the proposal, and we would be happy to provide any additional data or assistance the State might need in evaluating this proposal.

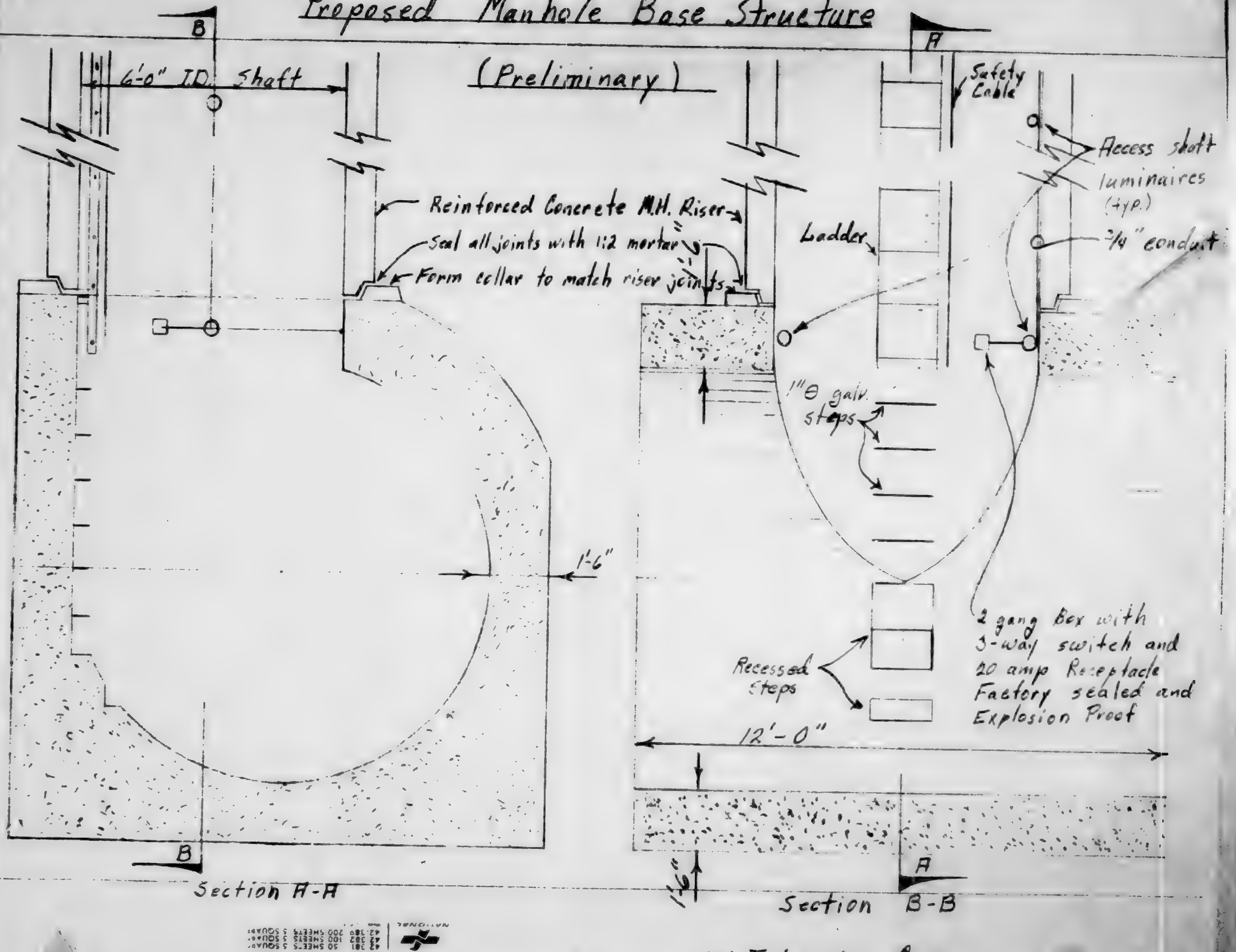
Very truly yours,
W.J. LEWIS CORP.

Jack Lewis

Jack Lewis
Secretary - Treasurer

Proposed Manhole Base Structure

(Preliminary)



B
6'-0" I.D. Shaft
A
Safety Cable
Access shaft luminaires (typ.)
Reinforced Concrete M.H. Riser
Seal all joints with 1:2 mortar
Form collar to match riser joints
Ladder
3/4" conduit
1" Θ galv. steps
1'-6"
Recessed Steps
2 gang Box with 3-way switch and 20 amp Receptacle Factory sealed and Explosion Proof
12'-0"
1'-6"
B
A
Section A-A
Section B-B

W.J. Lewis Corp.

Expanded tunnel linings

W. J. Lewis Corp.
P. O. BOX 5846
ORANGE, CALIF. 92667

by H J Donovan

I have always been interested in tunnel linings, and conscious of the fact that excavated ground should be fully supported in the shortest possible time.

So far expanded linings have only been used where the ground is self-supporting, and behind a tunnelling shield which has cut the ground to a true circle. The shield has no tail, and when pushed forward exposes a width of ground. It is into this width that the precast segments are erected and expanded. Thus the exposed ground is left unsupported for just as long as it takes to erect and expand a ring of lining. There are no bolts to the segments and no grouting is required.

In the past we have been accustomed to look upon the use of cast iron lining, bolted and grouted, as being the safest method of tunnelling, but since the greater use of expanded tunnel linings is in self-supporting clays, this image is changing.

When ground is excavated there is some release of stress in the ground. Ideally, in using expanding linings some of the released stresses are put back.

I have endeavoured to collect information on all known types of expanded tunnel linings from 1920 to date. There is no doubt that some have escaped my endeavours. One must assume that all these linings have been used on some work at some time, their success or failure must be the measure of their continued use.

The early types of linings were expanded within the tail of the shield and because of this design one questions whether they were expanded to the ground with any measure of force after leaving the tail. Most expanded linings which are placed direct against the ground can be expanded to a pre-determined pressure.

A variety of methods of expansion have been used and I feel that the method must be related to the use of the tunnel after it has been built. For water and sewer tunnels expansion in the crown is suitable, whilst for tunnels used by the public, expansion at axis or below is desirable.

Every new tunnel constructed has its particular problems, and not the least of these is the lining. There is no difficulty in designing a lining either of concrete or cast iron which will withstand the stresses and strains when placed in its final position; what can only be assessed by experience are the casting problems, robustness to overcome damage by rough handling, and shield ram pressures under exceptional conditions.

Ideally and economically the design of segments making up a ring should be simple and robust with as many similar segments to a ring as possible. Mould charges are high, and if a ring has a number of different types of segment the total mould charges enhance the cost of the ring.

Personally I am convinced that there is a great future for expanding lining and before long it will be used in grounds which are not self-supporting.

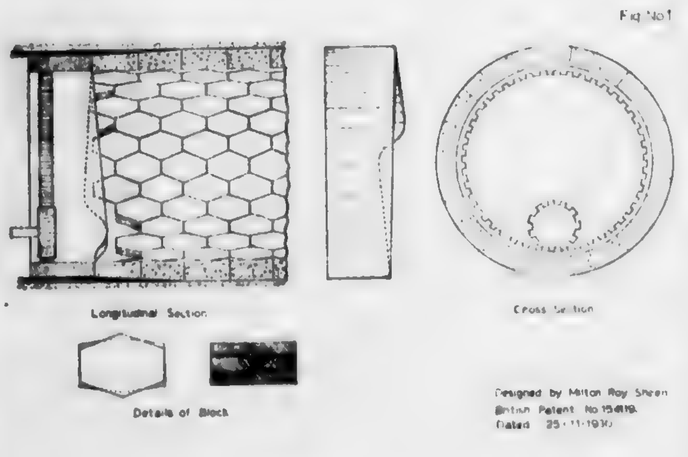


Fig 1. Designed by Milton Roy Sheen. British Patent No. 154 119 dated 25th November 1920.

Designed primarily for sewer tunnels, 'the precast concrete blocks are all wedge-shaped and are provided with tongued and grooved edges in such a manner that the blocks are reversible endwise.'

The shield is rotated and is moved forward by its cam shaped structure bearing against the concrete blocks. There is a pocket provided in the structure in which the concrete blocks are placed. The tail of the shield is conical in shape thus allowing the blocks to bear against the ground when leaving the tail of the shield.

No record can be found of the use of this lining.

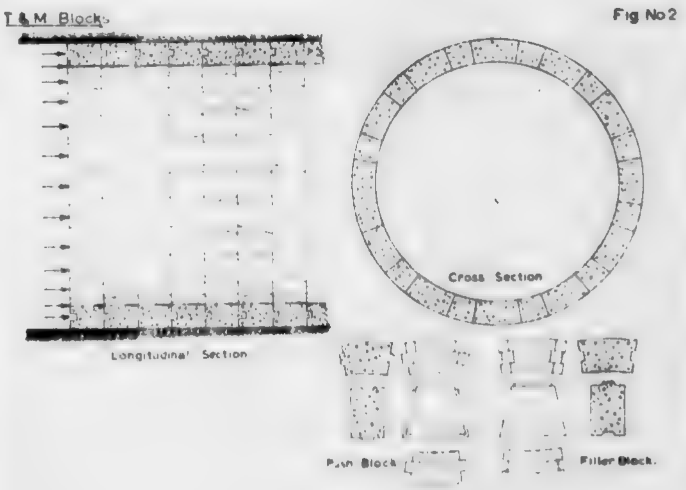


Fig 2: T &M Tunnel Blocks. Licence held by the Tunnel Mine and Machinery Company of USA. Originally produced in the early 1930s and used for tunnels up to 6ft internal diameter. The precast concrete blocks, which are tongued and grooved on all sides, are built within the tail of the shield.

There are two types of blocks, 'pusher' and 'filler.' The 'pusher' blocks are those which the shield rams push against so that the shield can travel forward and the 'filler' blocks are retained in their position by a low ram pressure.

This type of lining has been used on numerous tunnels in diameters from 4ft to 6ft.

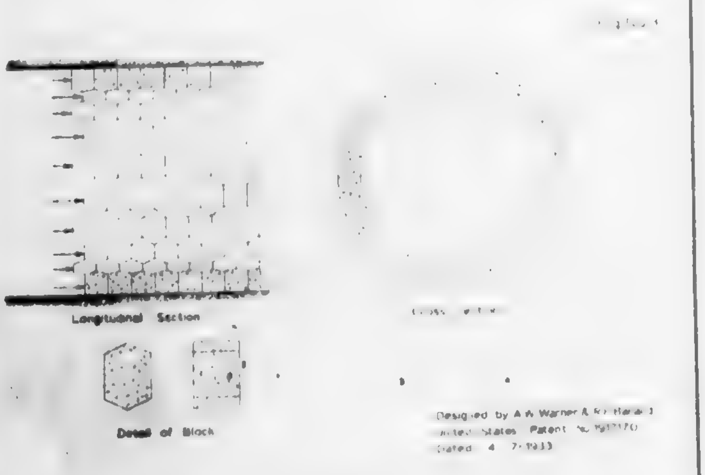

Longitudinal Section
Detail of Block
Designed by A W Warner & R F Ballard
United States Patent No 1917170
Dated 4 7 1933

Fig 3. **Designed by Arthur W Warner and Roscoe F Ballard. United States Patent No 1 917 170 dated 4th July 1933.**

The precast concrete blocks are all similar in shape and can have plain edges or be tongued and grooved. The edges to be covered with a coating of pitch. The blocks are built within the tail of the shield and as they are erected are kept in position by the hydraulic rams used for shoving the shield forward. It is difficult to know why the blocks do not jam within the tail. One must assume that the external circumference of the lining must be equal to the internal circumference of the tail.

In self-supporting grounds when the blocks leave the tail of the shield there must be some deformation of the true circle in the lining. This condition is mentioned in the 'patent' description.

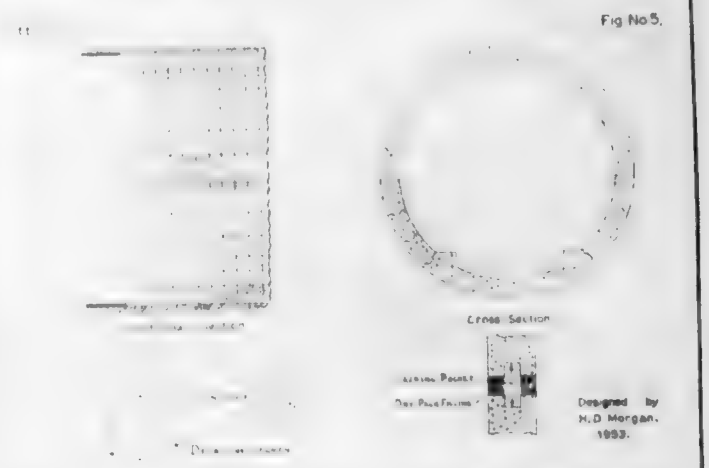


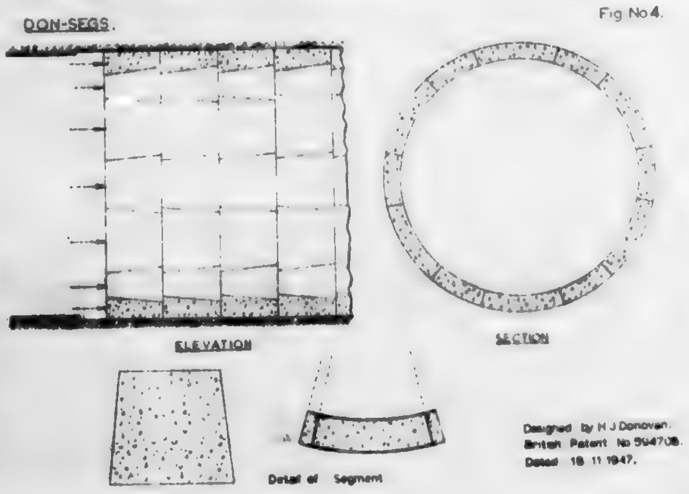
Fig No 5.
Cross Section
Jacking Pocket
Dry Pack Filling
Designed by H.D Morgan. 1953.

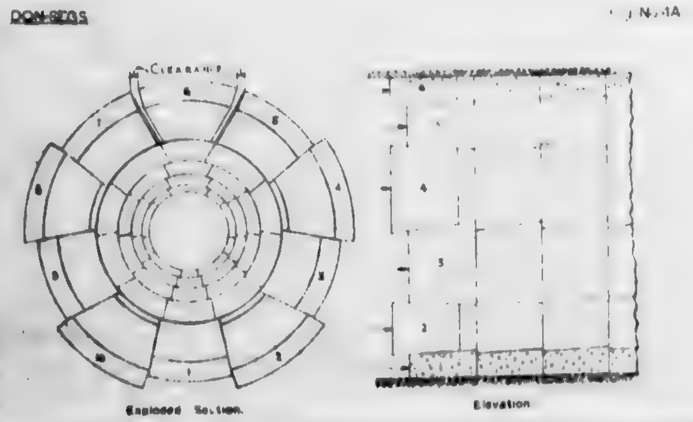
Fig 5: Potters Bar Tunnels 1953. A precast concrete lining of robust design devised by the late H D Morgan.

This is the first occasion on which an expanding concrete lining of such a diameter was used. The internal diameter was 26ft 6in, thickness of lining 2ft 3in, width of ring 1ft 6in. In all there are 20 segments per ring made up of one invert block, four jacking segments and 15 standard segments. All segments are tongued and grooved. The invert segment which weighed some 3½ tons was reinforced, all other blocks were of plain concrete.

The jacking force for expanding the ring was 20 tons applied in the two pockets provided. After jacking, the space on either side of the jack was filled with 'dry-pack' concrete. The jacks were removed after a period when the 'dry-pack' had hardened sufficiently to take the load. The actual jack packet was also filled with 'dry-pack.'

Ref: 'New tunnels near Potters Bar in the Eastern Region of British Railways,' by A K Terris and H D Morgan.
ICE Paper No. 6511, 2.5.1961.


DON-SEGS.
Fig No 4.
ELEVATION
SECTION
Detail of Segment
Designed by H J Donovan.
British Patent No 594708.
Dated 18 11 1947.


DON-SEGS
Fig No 4A
CLEARANCE
Exploded Section.
Elevation

Figs 4 & 4A: Don-Seg. Designed by H J Donovan, British Patent No. 594 708 dated 18th November 1947.

A precast concrete block lining designed to be built directly against self-supporting grounds which have been cut by the shield to a true circle. The internal circumference of the excavation to equal the external circumference of the lining.

All the precast concrete blocks are equal in size and shape. The method of erection is shown in Fig 4A. Every other block is drawn forward sufficiently so that the two blocks on either side of the top block give sufficient clearance for the top block to be placed in position. The protruding blocks are then pushed back by the shield rams and the ring closed tight against the ground. Was used extensively on the Metropolitan Water Board's 19 mile long tunnel from Hampton to the Lee Valley.

This is the first instance of a lining being placed directly against the ground and expanded.

Ref 1: 'A 75in diameter water main in tunnel. A new method of tunnelling in London clay' by Peter Adamson Scott, BSc.
ICE Paper No. 5844, May 1952.

Ref 2: 'The Thames-Lee tunnel water main' by Eric William Cuthbert, MSc(Eng) and Frank Wood.
ICE Paper No. 6578, February 1962.

Fig 6. Designed by E K Bridge. British Patent No. 719 799 dated 8.12.54.

A spiral shaped concrete block lining used in conjunction with a special rotating shield. The precast concrete blocks, which are relatively small in size, are all similarly shaped.

The shield is rotated by two or more hydraulic rams spaced around the circumference of the shield and thrusting tangentially, thus keeping the block lining tight against the ground and prestressing it. The serrated front edge of the shield saws out the ground ahead, and four or more slide blocks or rollers wedge the shield forward against the spiral of the block lining through a distributing plate.'

A short experimental length of tunnel was built. There is no record of this lining being used on any work.

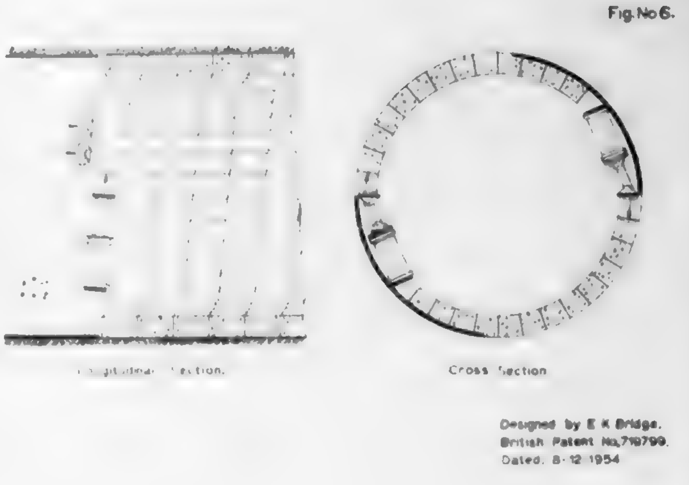


Fig.No6.
Longitudinal Section.
Cross Section
Designed by E K Bridge.
British Patent No.719799.
Dated. 8-12-1954

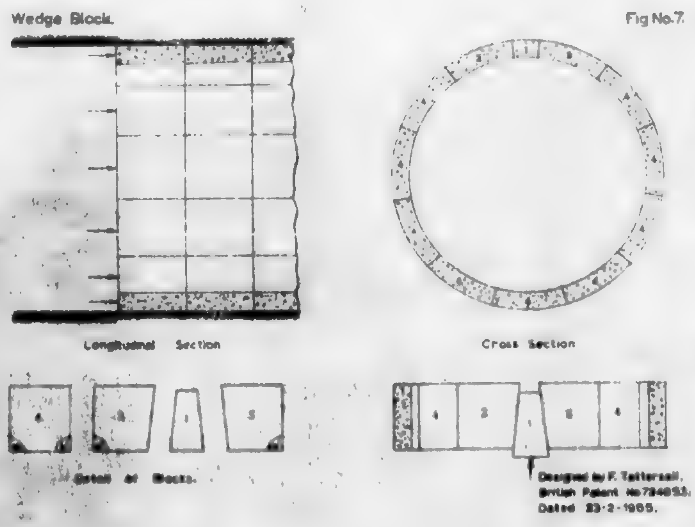

Wedge Block.
Fig No.7.
Longitudinal Section
Cross Section
Detail of Blocks.
Designed by F. Tattersall.
British Patent No.724853.
Dated 23-2-1955.

Fig 7: Wedge Blocks. Designed by F Tattersall, British Patent No. 724 853, dated 23.2.55.

Designed initially for use on the Metropolitan Water Board's 19 mile water main from Hampton to the Lee Valley. Only a 1000yd length was built here. Has been used successfully on many Metropolitan Water Board's mains. The design of ring as used on the Hampton to Lee Valley, had an external diameter of 118·5in with a thickness of 5·5in and width of ring 24in.

The segments are made of plain concrete, there are four different shapes to make a complete ring. The key is made purposely short so that the ring can be expanded to a pre-determined pressure. This lining must be used behind either a Greathead type of shield or a rotary digger type of shield. These shields have no tails and the rings are built directly against the clay.

Ref: 'The Thames–Lee tunnel water main,' by E W Cuthbert and F Wood. ICE Paper No. 6578, February 1962.

Figs 8 & 8A: London Transport Executive – Victoria Line – experimental length. The purpose of the 'experimental length' was to justify and prove that expanded tunnel linings were safe and economical, over the standard type of cast iron lining which is bolted and grouted.

Two types of expanding linings were used. Fig 8 a precast concrete lining, and Fig 8A a cast-iron lining.

Fig 8

The precast concrete lining was 12ft 6in internal diameter with a thickness of 9in and width of ring 24in. One ring comprised of 14 similar segments and one pair of concrete wedges in the key position. The wedges were reinforced. The longitudinal joints are convex-concave and the circumferential joints are lipped.

Expansion of the ring was by using the two edges, the shorter wedge being used last and driven to a predetermined pressure.

Because of its short length it could be over- or under-driven.

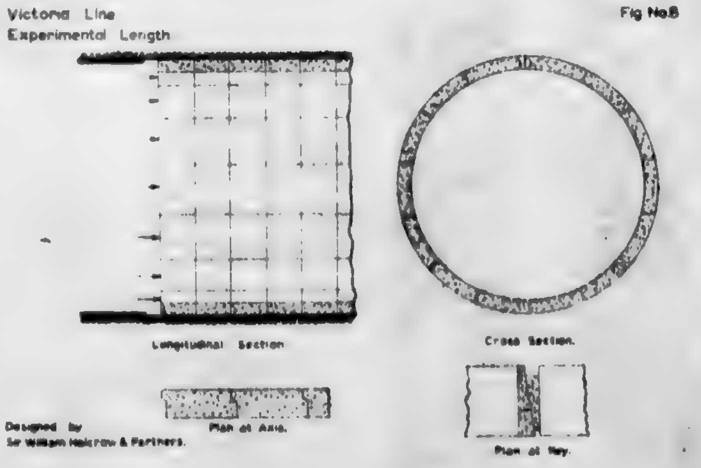

Victoria Line
Experimental Length
Fig No8
Longitudinal Section
Cross Section.
Plan at Axis.
Plan at Key.
Designed by
Sir William Halcrow & Partners.

Fig 8A

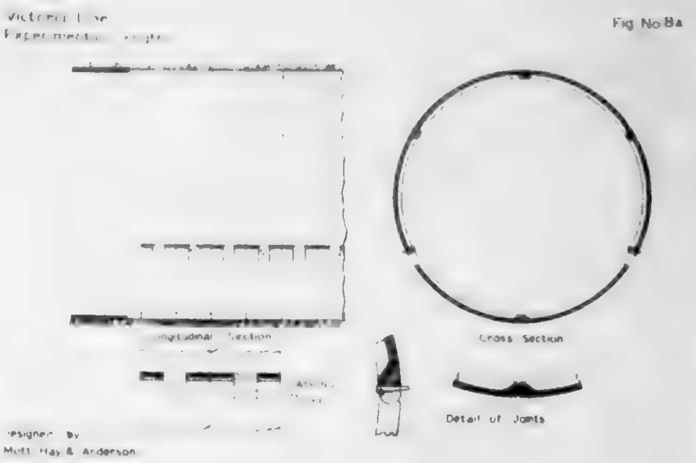
The cast iron expanded lining was 12ft 8in internal diameter and 13ft 1in external diameter and width of ring 24in. One ring comprised of six segments of which only the two top segments were similar. The method of expansion is by a hydraulic jack in the purpose cast pocket. Pressure is maintained by the insertion of a cast iron knuckle and taper wedge. The jacking pocket is later filled with a precast concrete block and expanding mortar. The longitudinal joints are all knuckle form, whilst the circumferential joint is plain.

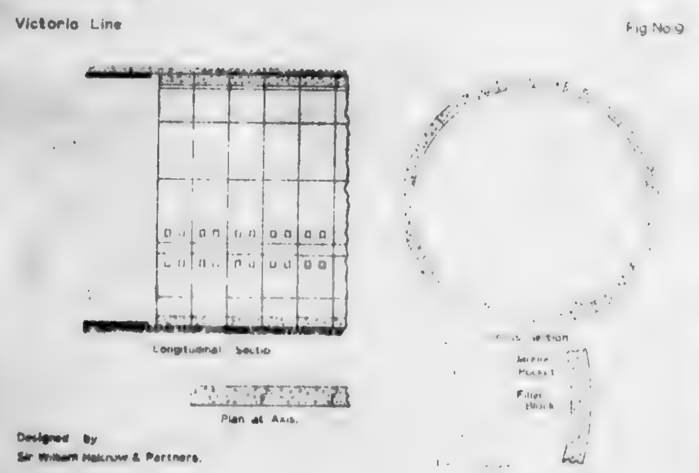
The depth of the circumferential flange is 2½in and this presents a small area for pushing the shield forward. Both these linings must be used behind a shield without a tail. Either a hand type of Greathead shield or a rotating cutter type of shield can be used.

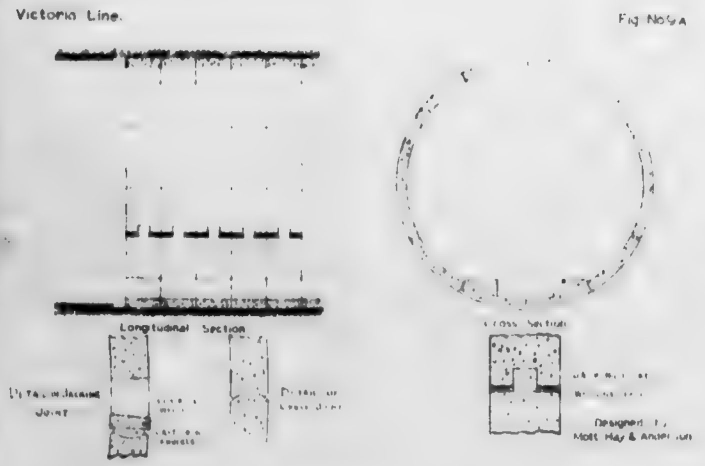
The shield when pushed forward will expose the self-supporting ground and it is against this ground that a ring is built and expanded.

Both types of linings proved that expanded linings for railway tunnels were successful.

Ref: 'Victoria Line – experimentation, design, programming and early progress,' by C E Dunton, J Kell and H D Morgan. ICE Paper No. 6845, 1st June 1965.


Victoria Line
Experimental Length
Fig No 8a
Longitudinal Section
Cross Section
Detail of Joints
Designed by
Mott Hay & Anderson


Victoria Line
Fig No 9
Longitudinal Section
Cross Section
Jacking Pocket
Filler Block
Plan at Axis.
Designed by
Sir William Halcrow & Partners.


Victoria Line.
Fig No 9A
Longitudinal Section
Cross Section
Joint
Designed by
Mott Hay & Anderson

Figs 9, 9A, 9B & 9C: London Transport Executive Victoria Line – main tunnels. From the experience gained in the 'experimental length' the cast iron lining design was retained but the concrete lining was redesigned and a further design of concrete lining similar in principle to the cast iron expanding lining was used. The redesigned concrete lining, Fig 9, comprised two special invert blocks, four jacking segments, five similar plain segments and two filler blocks per ring. Special recessed jacking pockets are provided and on completion of jacking a precast concrete filler block is inserted into the space.

There is a small range of concrete filler blocks for insertion into the jacked void depending upon the quality of the clay. These blocks vary by ± $\frac{1}{16}$in.

The new precase concrete lining, Fig No. 9A, which follows in principle the cast iron expanded lining, comprises two similar concrete invert blocks, four jacking segments, five similar segments, one closing segment. All segments are reinforced. Jacking is similar to the cast iron expanded lining except that the cast iron wedge is replaced by a concrete packer. Here again there is a small range of packers to deal with the variation of expansion in various types of clay. The longitudinal joints are convex-concave, thus giving some flexibility to the ring.

Figs 9B & 9C. Both at Oxford Circus Station and Kings Cross Station special conditions required a strong lining to support heavy loads. The linings are of prefabricated steel and are expanded direct to the ground.

At Oxford Circus the internal diameter is 21ft 10½in and width of ring 1ft 6in.

There are four standard segments and four jacking segments per ring.

Expansion is by hydraulic jack in the centre of the ring at axis, and pressure is maintained by a rocker and wedge on either side of the jacking pocket. As the top and bottom are fairly rigid semi-circles it was considered prudent to insert a rocker type of packer to take up any irregularities in the radial joint at axis. At Kings Cross the clear internal diameter is 20ft 9in and width of ring 1ft 6in. There are four invert segments, four jacking segments and four crown segments, these latter being considerably strengthened to withstand the loads above. The principle of jacking is similar to that used at Oxford Circus.

Ref: 'The Victoria Line' by H G Follenfant *et al.* ICE Paper 7270, 9th/10th Feb 1970.

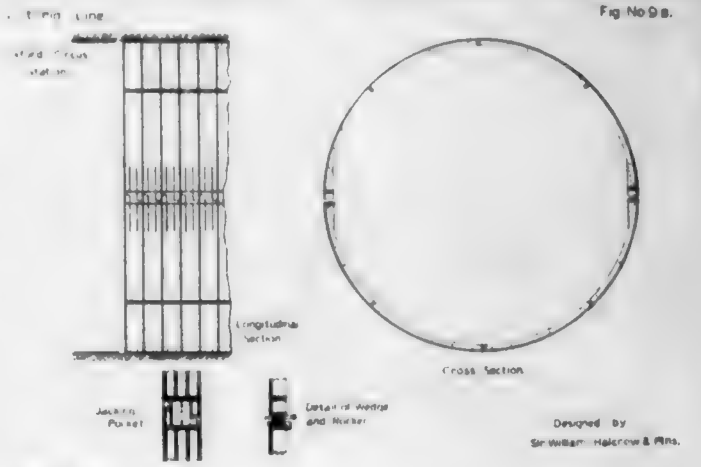
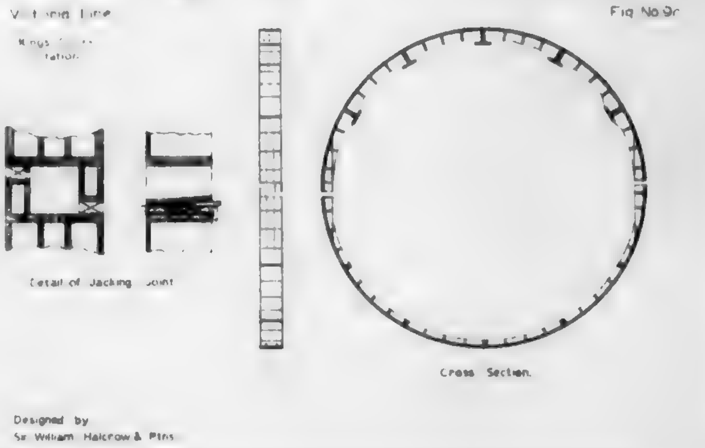


Fig No 9B.
Oxford Circus Station
Longitudinal Section
Cross Section
Jacking Pocket
Detail of Wedge and Rocker
Designed by
Sir William Halcrow & Ptns.


Victoria Line
Fig No 9C
Detail of Jacking Joint
Cross Section.
Designed by
Sir William Halcrow & Ptns.

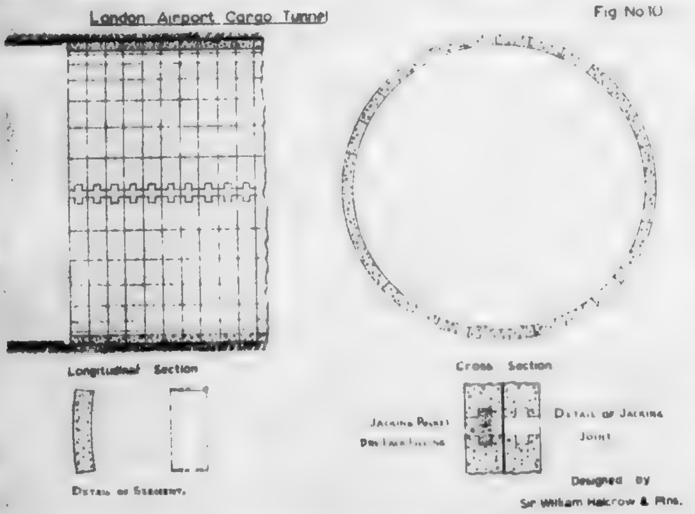

London Airport Cargo Tunnel
Fig No 10
Longitudinal Section
Cross Section
Detail of Segment.
Jacking Pocket
Detail of Jacking Joint
Designed by
Sir William Halcrow & Ptns.

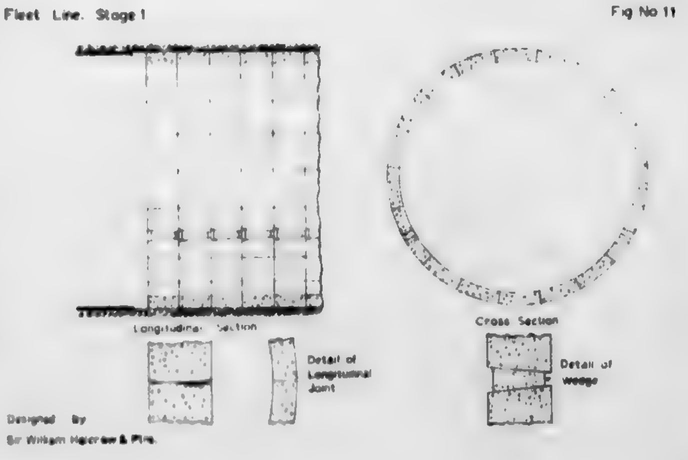
Fig 10: London Airport Cargo Tunnel 1963. This pre-cast concrete lining follows in principle that of Potters Bar, Fig 5. It is 33ft 9in internal diameter with a thickness of lining of 12in and width of ring 24in. There are in all 27 segments to one ring made up of one invert block, four jacking segments and 22 standard segments. There is no reinforcement in the segments. The jacking force used was 25 tons by jacking in two pockets per ring. After jacking the space on either side of the jack was filled with 'dry-pack' concrete. The jacks were removed after a period when the 'dry pack' had hardened sufficiently to take the load; the actual jack pocket was also filled with 'dry pack.'

Ref: 'Design and construction of cargo tunnel at Heathrow Airport, London,' by A M Muir Wood and F R Gibb. ICE Paper No. 7357, 23.2.71.

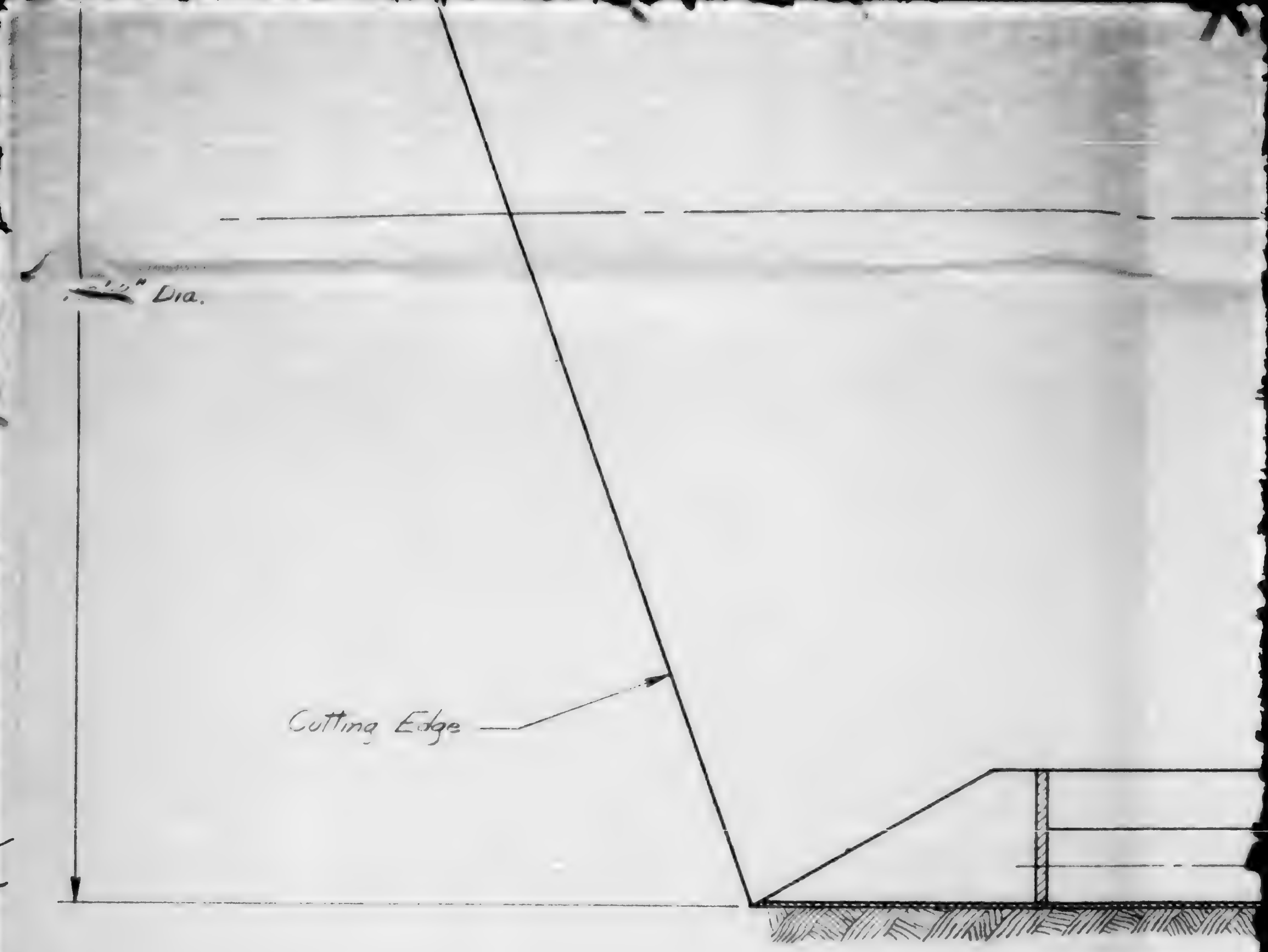
Fig 11: London Transport Executive – Fleet Line – Stage 1 1970. The revised design for the Fleet Line Stage 1 arose from the experience gained in the use of the expanded lining shown in Fig 9. This new design has four jacking segments all similar in design, two wedging blocks and 16 similar standard segments. There are in all only three types of segments. The wedging blocks are shorter than the width of the ring and can be driven to a predetermined pressure.

The longitudinal joints have convex faces in both directions to take up distortion due to flexing within the circle, and distortion due to out of plane of the circumferential face of the ring.
The lining in Fig 9 (Victoria Line) had a greater length of segment than that shown in Fig 11. If the circumferential face of the ring was out of plane there was a tendency to crack the segment when pressure of the rams was applied for shoving the shield forward.

The much shorter segment shown in Fig 11 will, it is hoped, have less tendency to crack under pressure. In addition the longitudinal joints which are convex prevent to a great extent the spalling of the corner of the segments.

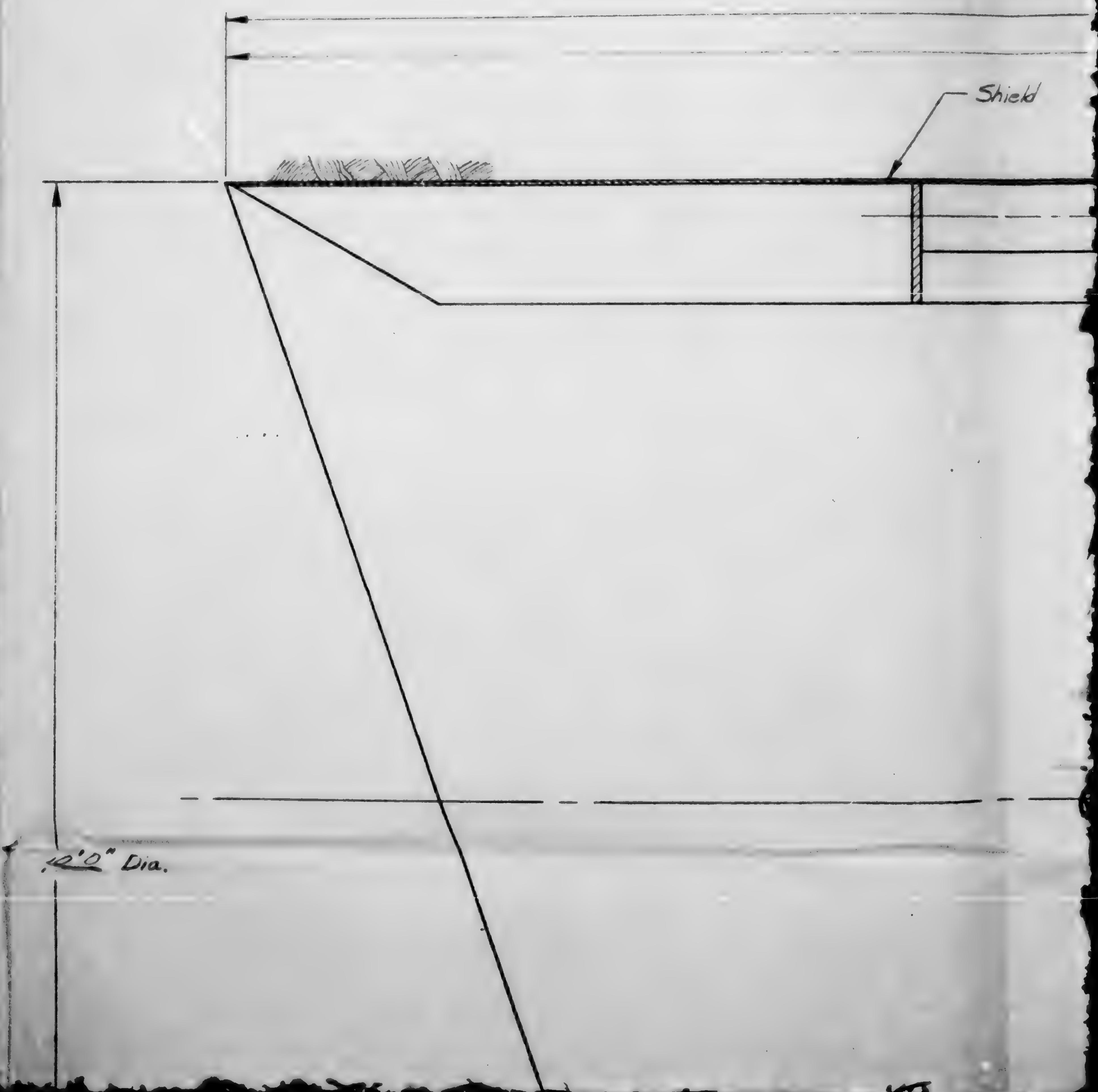

Fleet Line. Stage 1
Fig No 11
Longitudinal Section
Cross Section
Detail of Longitudinal Joint
Detail of Wedge
Designed by
Sir William Halcrow & Ptns.

Advertisement overleaf – Circle No. 28→



Tunneling Sequence

1. Shield is pushed foreward by hyd
   against segmental lining with
2. When segments clear shield tail,
   segments are hydraulically e
   ring against ground. (See E
3. Segments are blocked securely w
4. Shield completes foreward push
   cutting edge as mining mach
   earth within.
5. Cylinders retract and next ring
   in tail of shield and cycle
6. After all segment rings are ins
   at bottom is concreted with
7. All joints are caulked and tunn

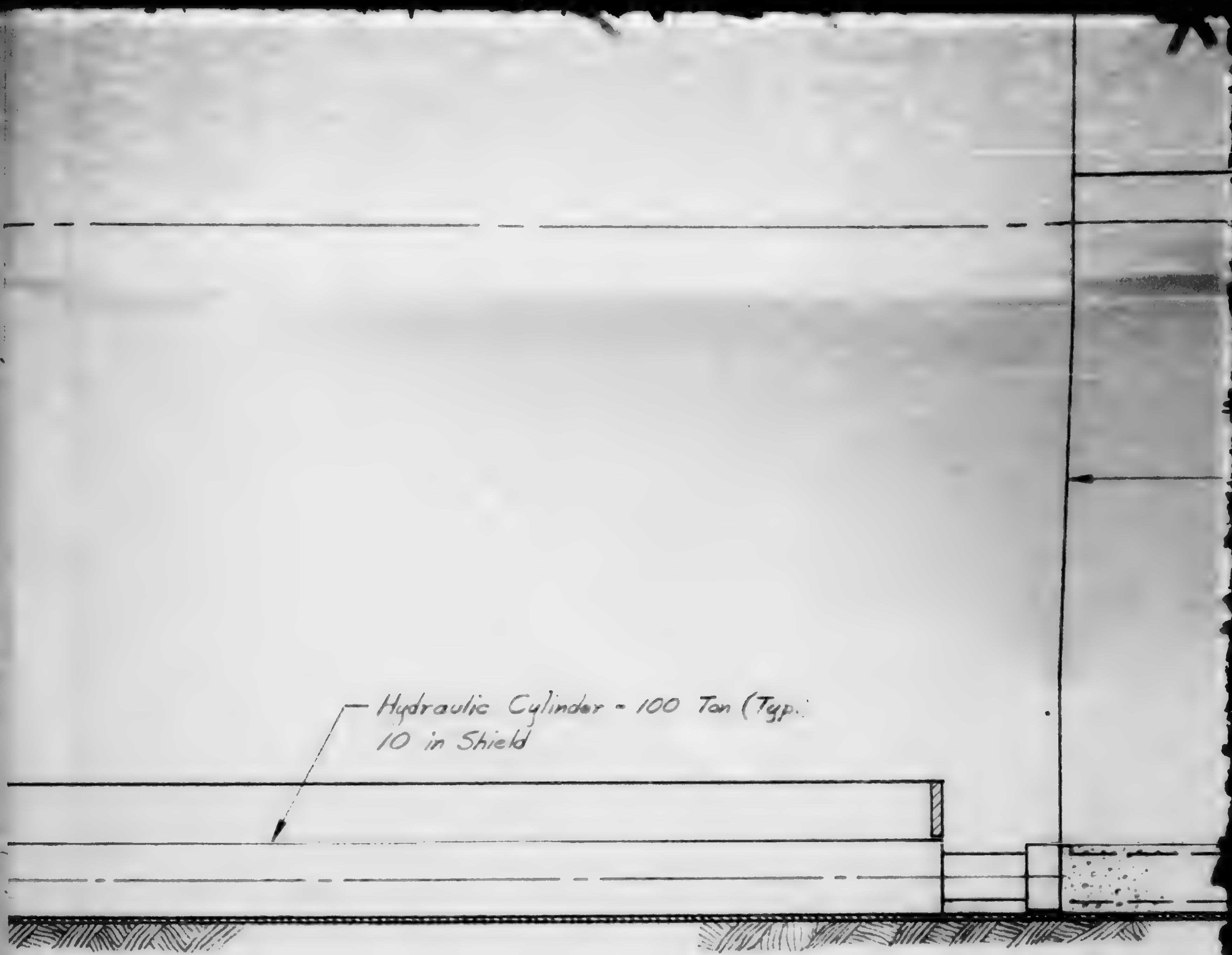

Shield
2'0" Dia.

Section

Tunneling Sequence

1. Shield is pushed foreward by hydraulic cylinders reacting against segmental lining within tail of shield.
2. When segments clear shield tail, push is halted and segments are hydraulically expanded, prestressing ring against ground. (See Expansion Sequence at rt.)
3. Segments are blocked securely with steel stulls and shims.
4. Shield completes foreward push cutting periphery with cutting edge as mining machine (not shown) excavates earth within.
5. Cylinders retract and next ring of segments is erected in tail of shield and cycle begins at 1 again.
6. After all segment rings are installed expansion gap at bottom is concreted with 4000 psi minimum concrete.
7. All joints are caulked and tunnel is complete.

8. No
un

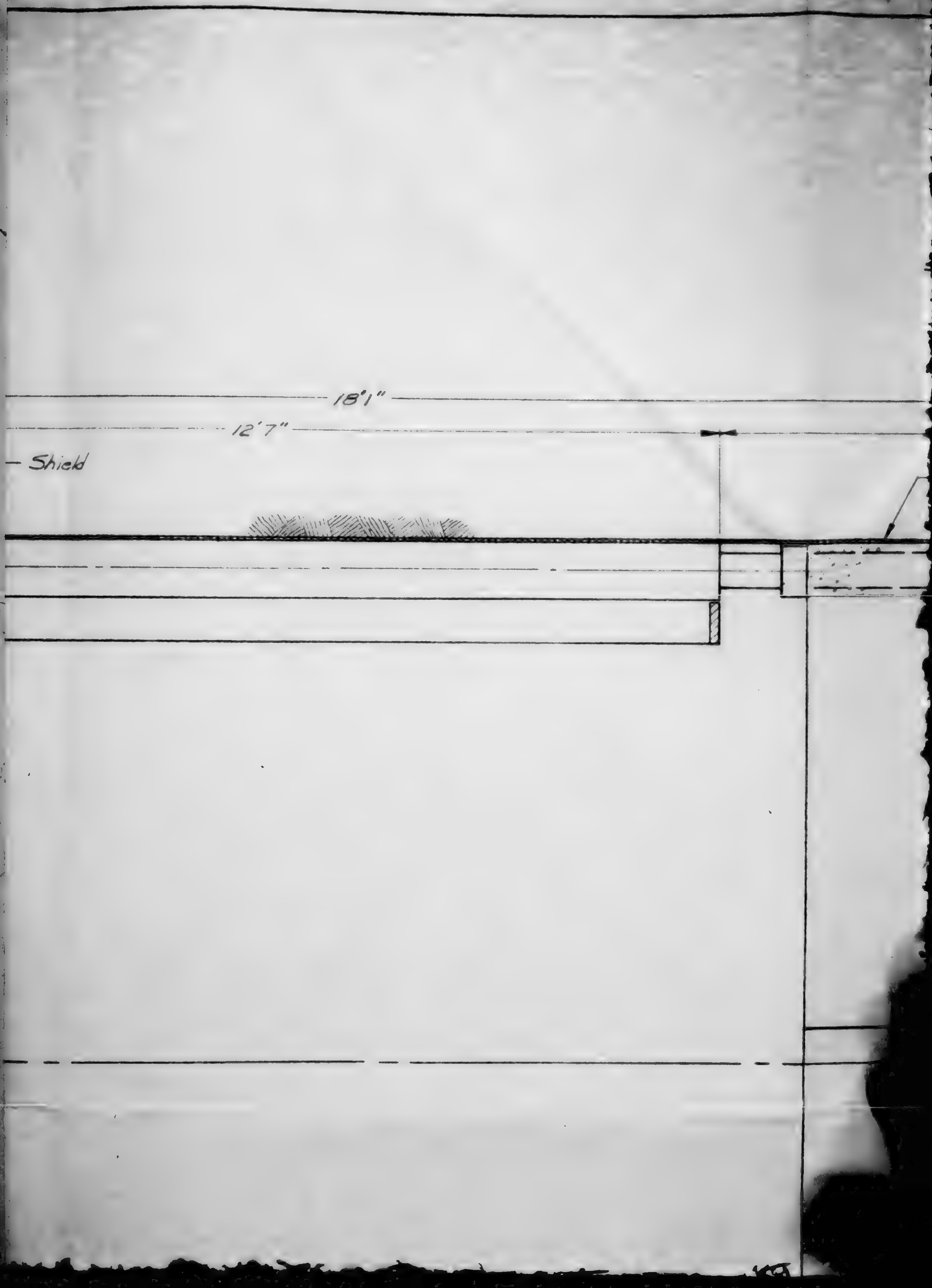


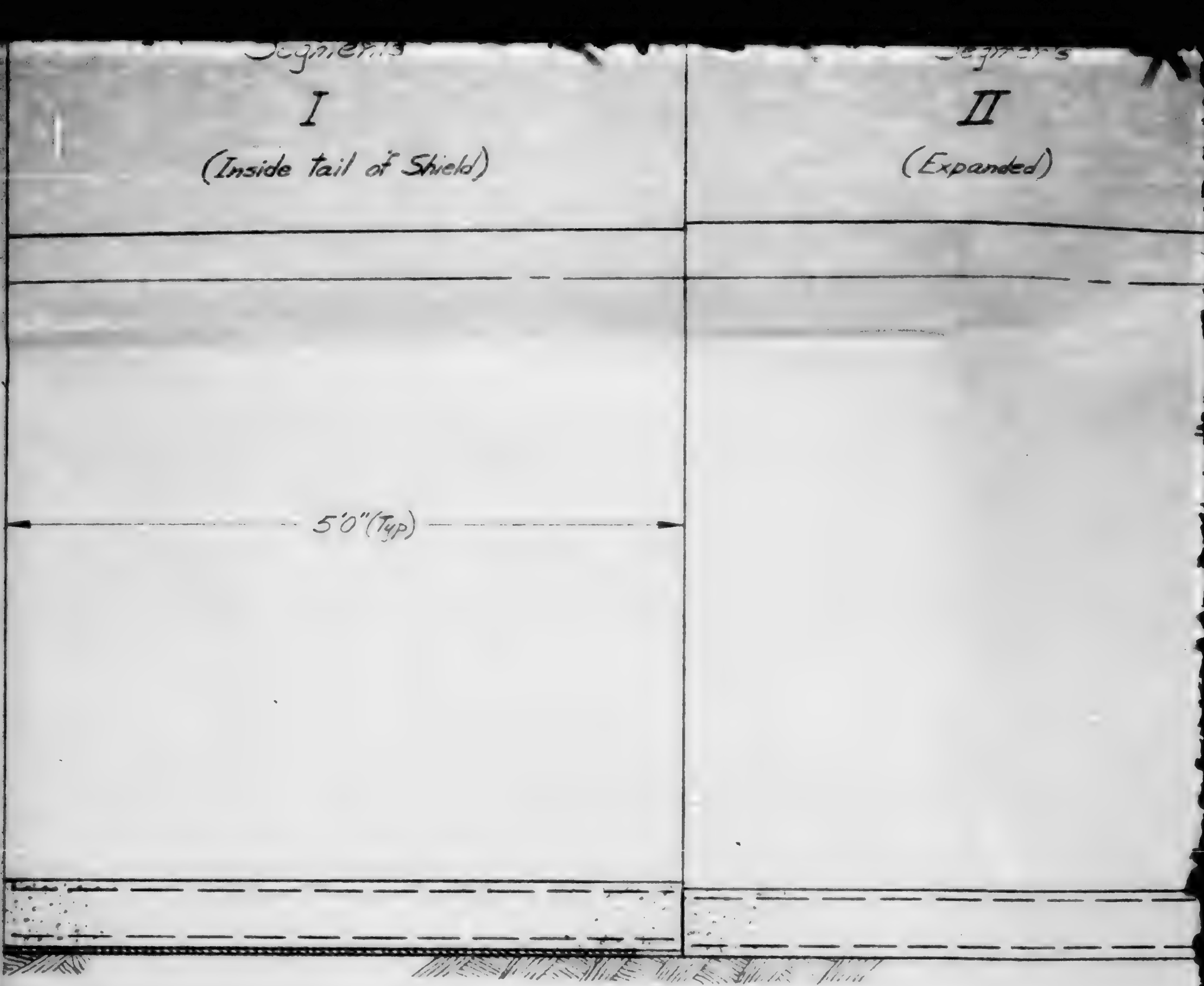
Section A-A

ard by hydraulic cylinders reacting
lining within tail of shield.
shield tail, push is halted and
aulically expanded, prestressing
d. (See Expansion Sequence at rt.)
securely with steel stulls and shims.
ard push cutting periphery with
nining machine (not shown) excavates

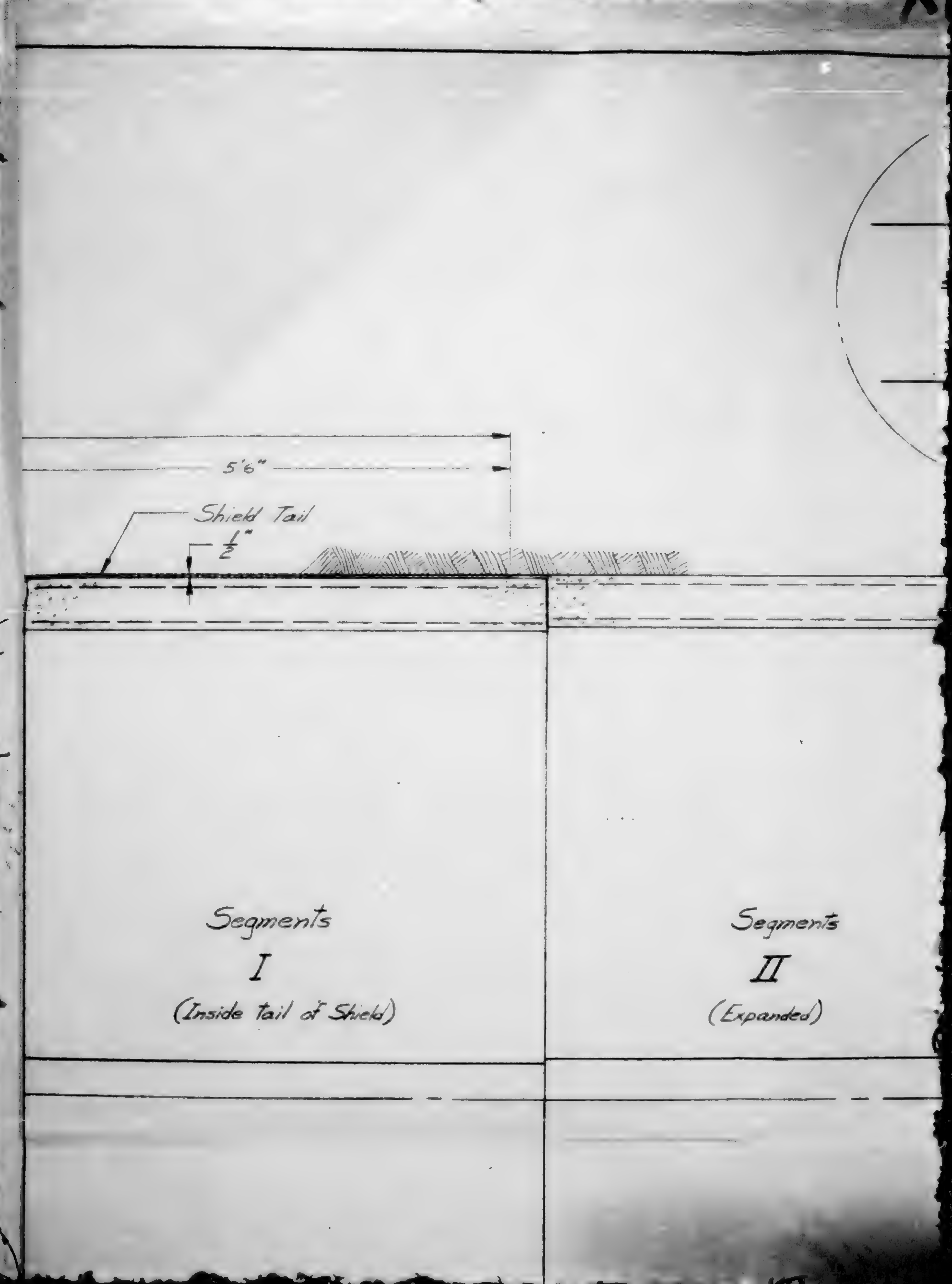
next ring of segments is erected
and cycle begins at 1 again.
s are installed expansion gap
reted with 4000 psi minimum concrete.
and tunnel is complete.

8. No grouting is necess
uncontrolled face lo


18'1"
12'7"
Shield

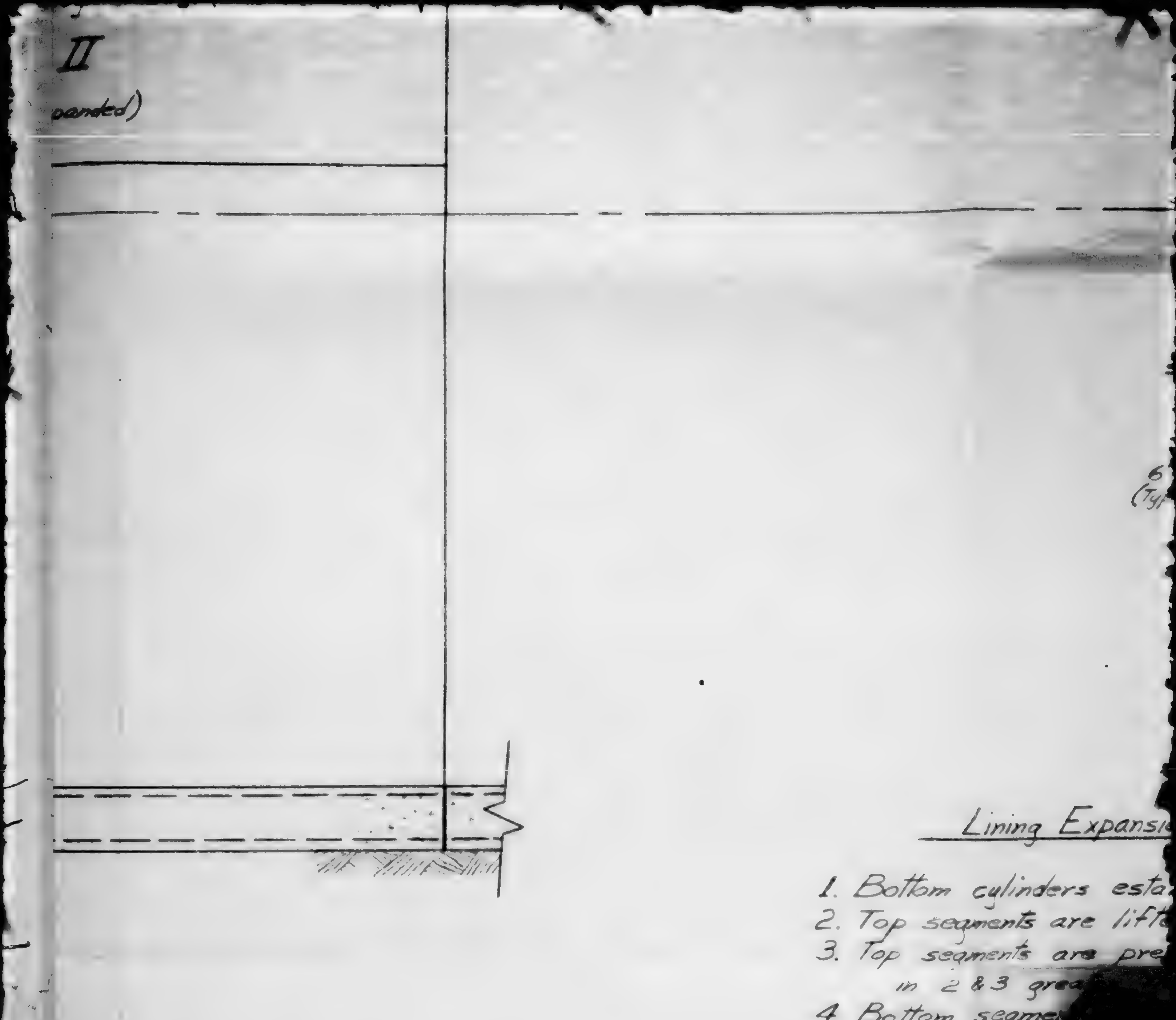

Segments
I
(Inside tail of Shield)
Segments
II
(Expanded)
5'0" (Typ)

is necessary except in local areas if
ad face loss occurred during excavation.


5'6"
Shield Tail
1/2"
Segments
I
(Inside tail of Shield)
Segments
II
(Expanded)

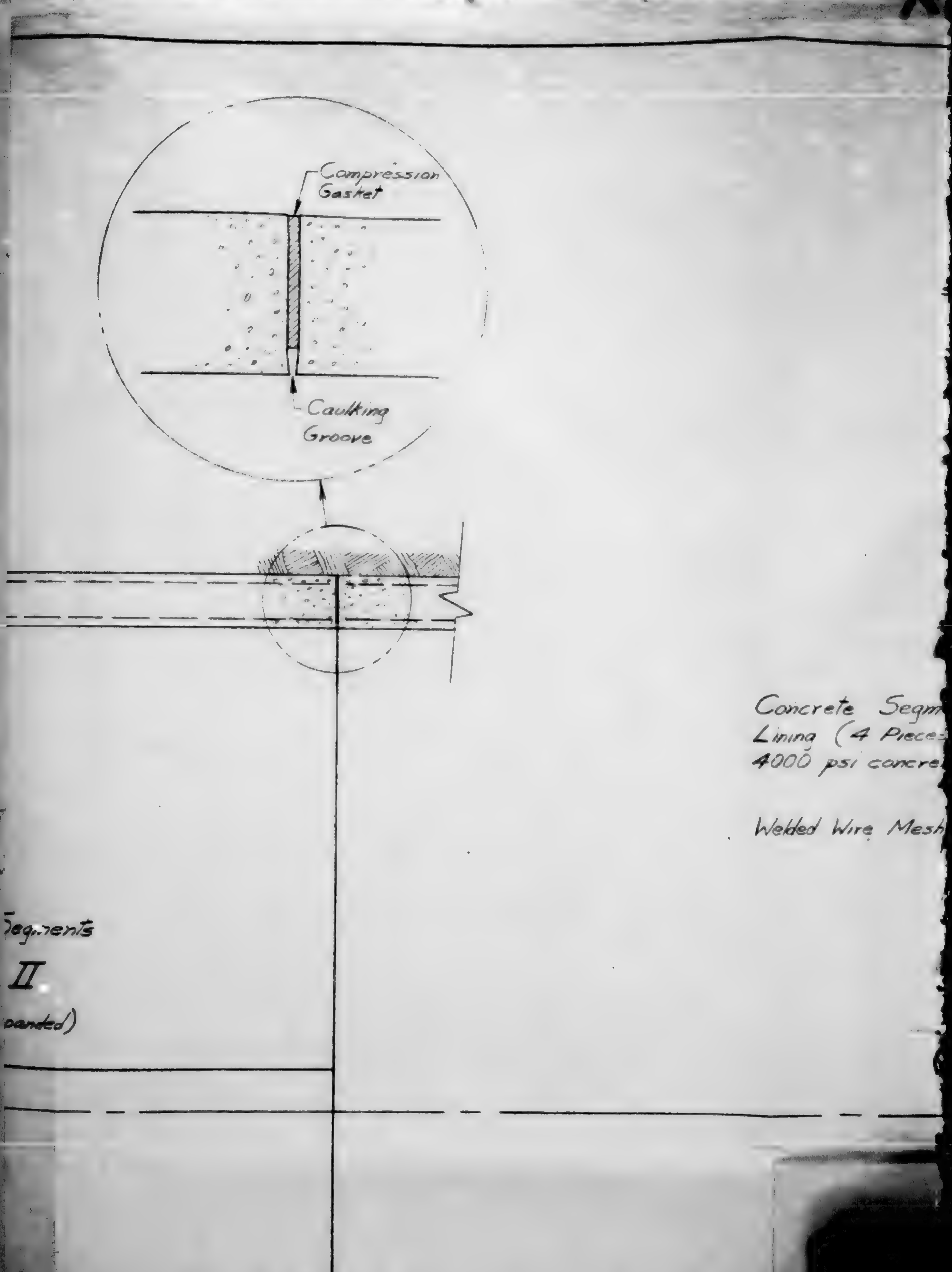
II

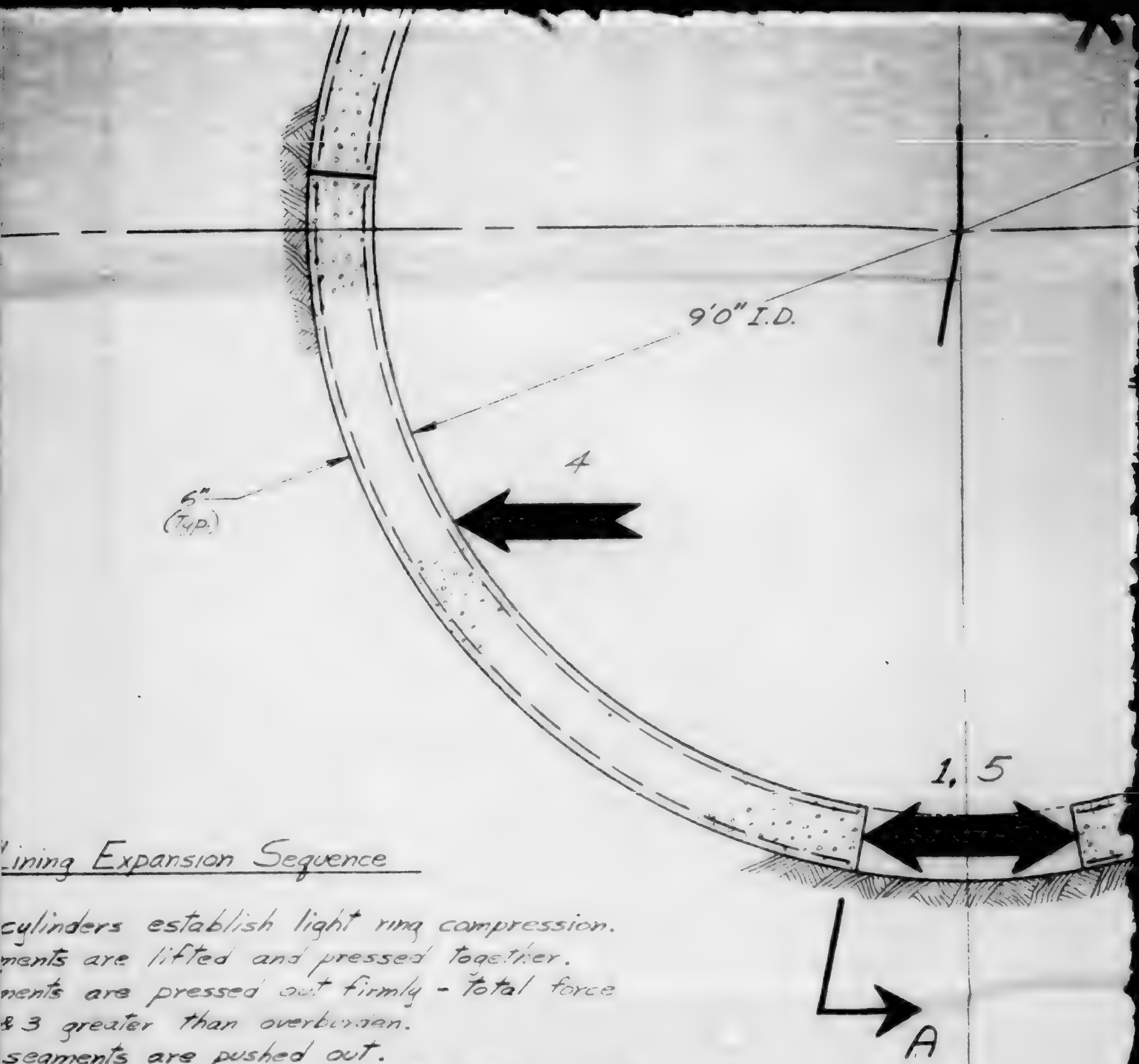
panded)



Lining Expansio

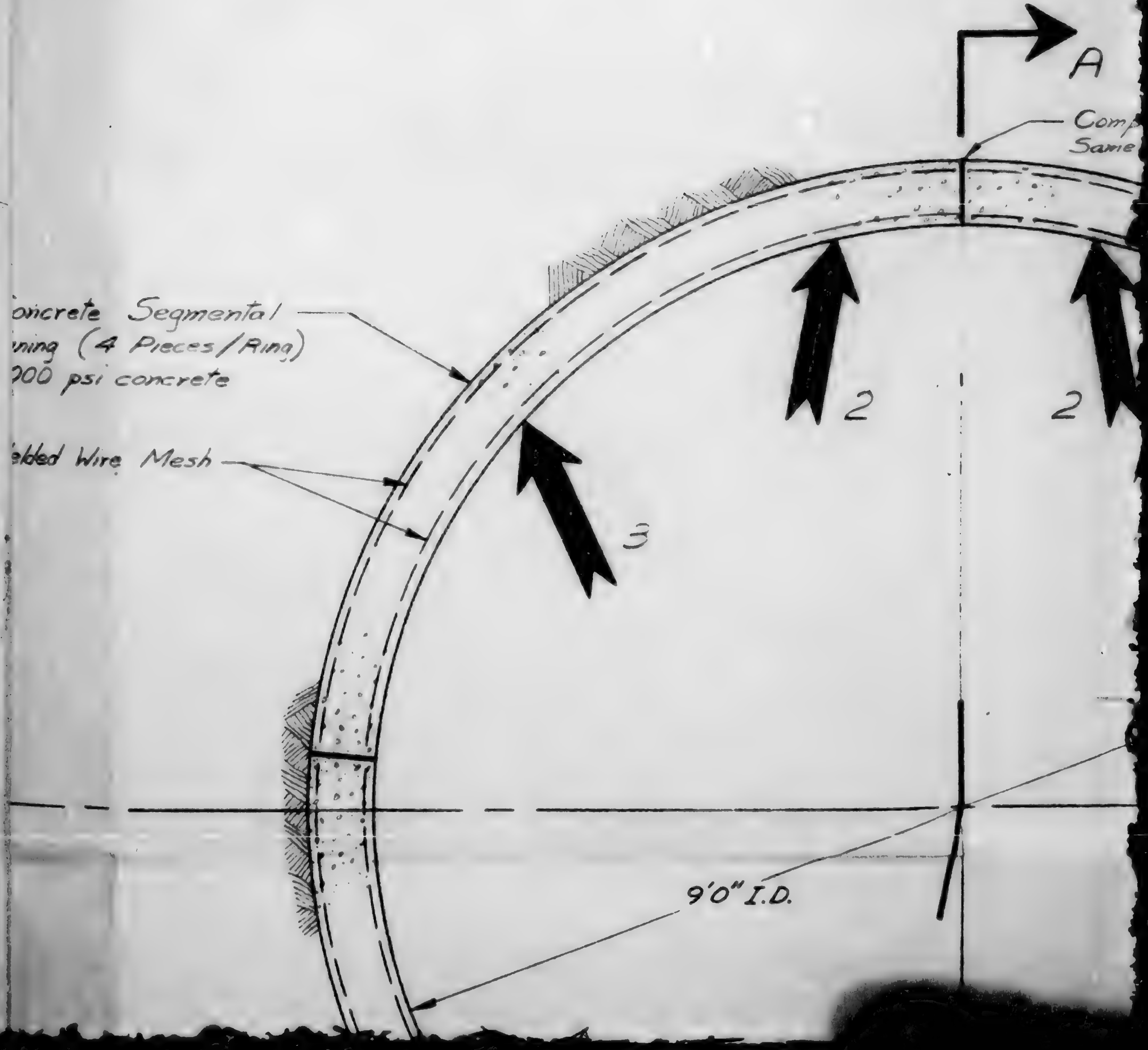
1. Bottom cylinders esta
2. Top segments are lift
3. Top segments are pre
   in 2 & 3 grea
4. Bottom segme
5. As bottom seg
   increase unt
   overb

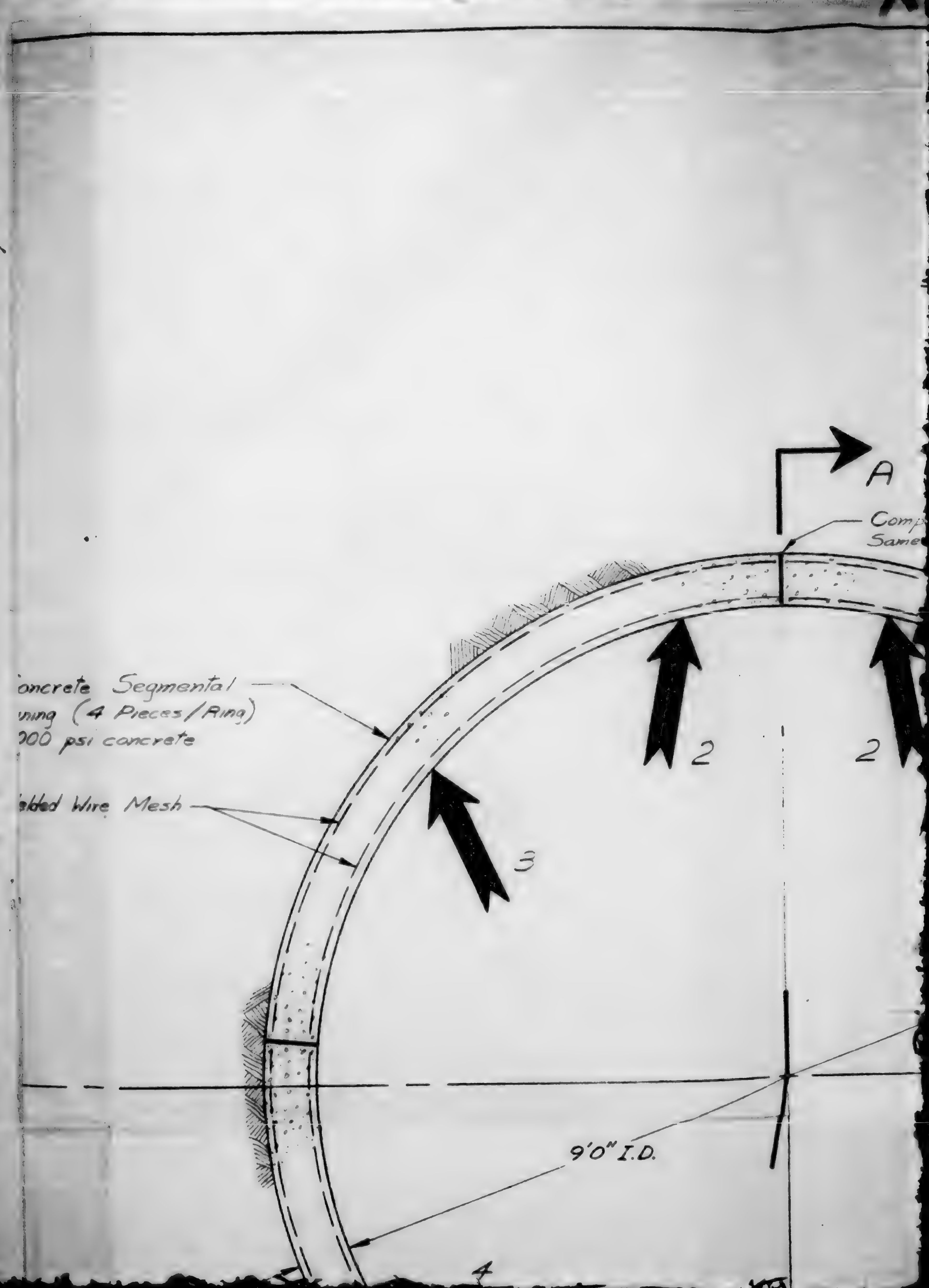

Compression Gasket
Caulking Groove
Concrete Segm
Lining (4 Pieces
4000 psi concre
Welded Wire Mesh
Segments
II
panded)



Lining Expansion Sequence

cylinders establish light ring compression.
ments are lifted and pressed together.
ments are pressed out firmly - total force
& 3 greater than overburden.
segments are pushed out.
m segments are pushed out bottom cylinders
se until circumferential prestress exceeds
rden load.


A
Comp
Same
oncrete Segmental
ining (4 Pieces/Ring)
000 psi concrete
elded Wire Mesh
2
2
3
9'0" I.D.


A
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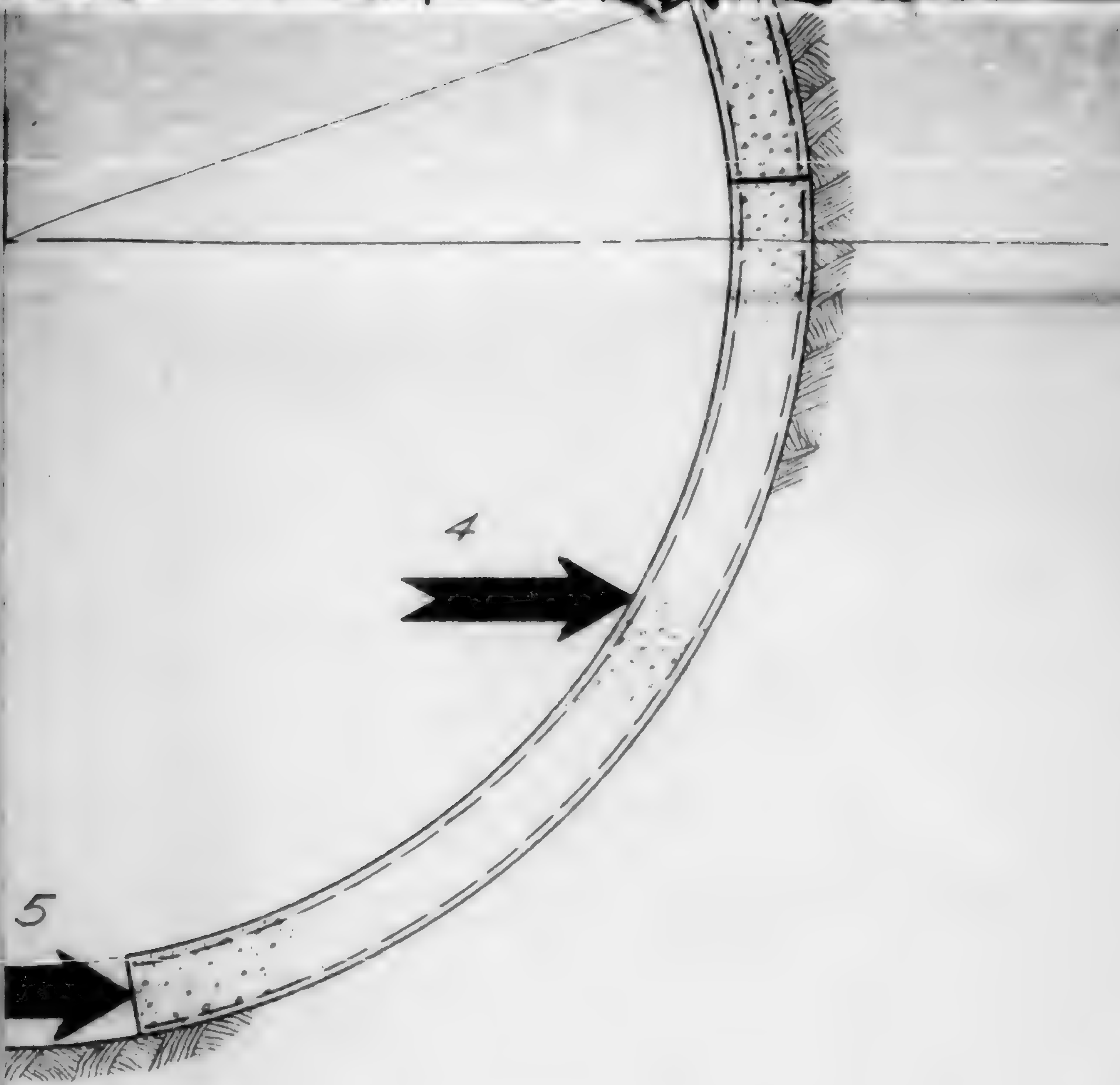
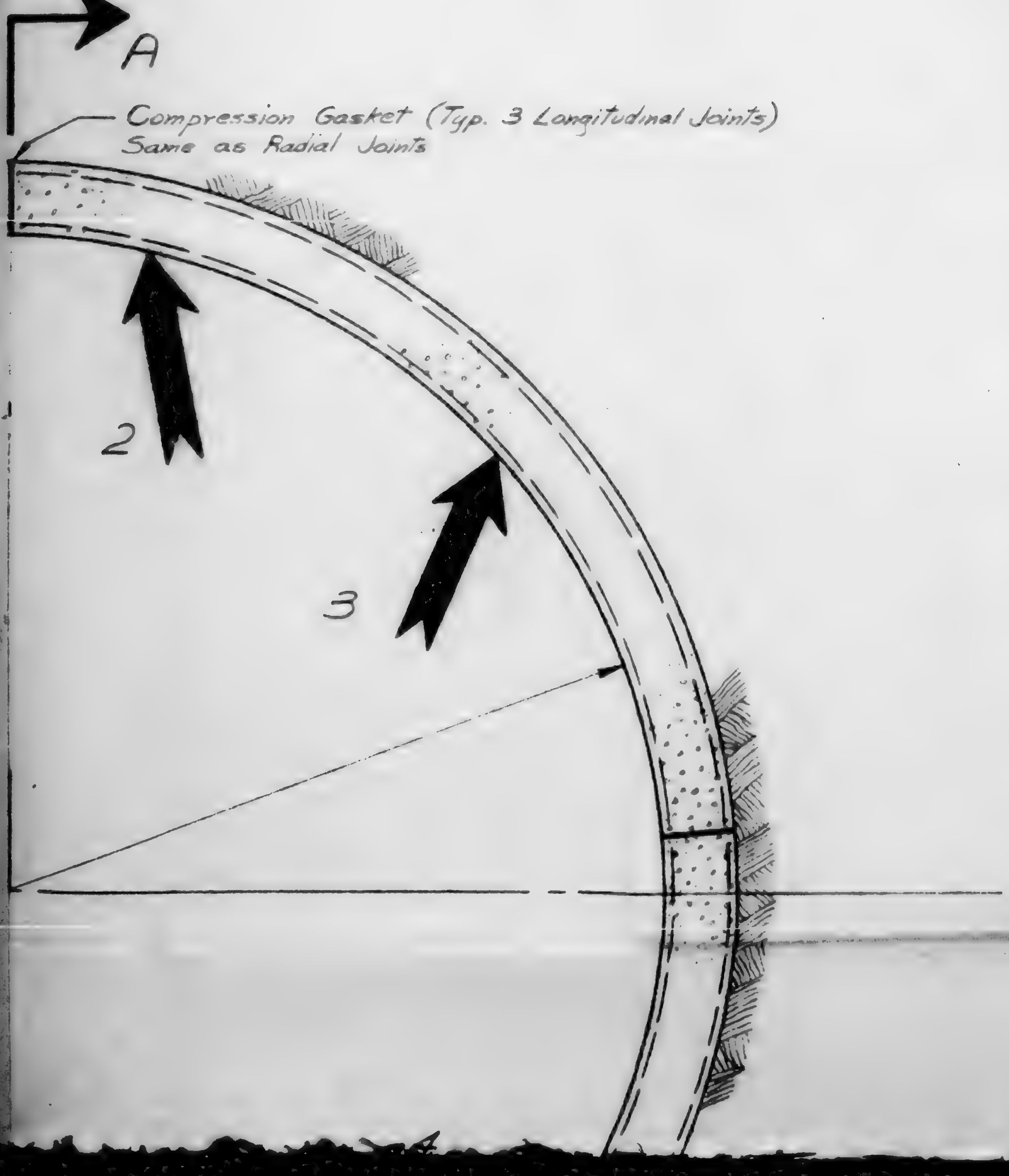
ining (4 Pieces/Ring)
000 psi concrete
elded Wire Mesh
2
2
3
9'0" I.D.
4



N. J. Lewis Corp.

eral Method - 9' Segment Tunnel
tland I-205 Storm Sewer Tunnel
gon State Highway Division Contract No. 8462

n. by : A. Lynn
Jan 2, 1977
Scale : 1" = 1'


A
Compression Gasket (Typ. 3 Longitudinal Joints)
Same as Radial Joints
2
3

8462 13

1859

ROBERT W. STRAUB
GOVERNOR

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
H. S. COULTER

DECEMBER 15, 1976

Mr. Oliver J. Domreis
County Engineer
2115 SE Morrison
Portland, OR 97214

re: Multnomah County Participation in
I-205 Storm Sewer

Please find enclosed our Warrant in the amount of $447,000, which is the refund of your advance deposit on the I-205 storm sewer.

This is in accordance with supplement agreement dated April 12, 1976.

We are very sorry for the delay in refunding your advance deposit.

If you have any questions regarding this matter, please feel free to contact me.

Frank R. Griffin
Chief Accountant

FRG:njc

bc: Scott Coulter
George Hopkins

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8262 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ~~ROW 18-2~~

December 7, 1976
Salem, OR 97310

FROM: J. E. Chidsey JEChidsey
Railroad & Utility Engineer

TO: C. W. Head
Commission Services

BUILDING

SUBJECT: Supplemental Pipeline Crossing Agreement
S. Banfield Interchange-S.E. Yamhill St. Sec. (Storm Sewer)
East Portland Freeway
Multnomah County
ODOT Agreement No. RR 771

RAILROAD COMPANIES
FILE No. 771

The State's original fully executed counterpart of the above agreement is attached for your permanent records. Distribution of conformed copies has been made as indicated below. This agreement supplements the original Pipeline Crossing Agreement executed on May 6, 1974 between the Oregon-Washington Railroad & Navigation Co. and its lessee, Union Pacific Railroad Co., and the Oregon Department of Transportation, Highway Division. Reference should be made to the original agreement.

As explained in my letter of distribution dated December 16, 1974, the Bridge and Construction Sections will be required to adhere to Sections 2, 3, 5, 6, 8 and 10 of the original agreement pertaining to the construction of the pipeline structure. The Maintenance Section will be required to adhere to Sections 2 and 11 of the original agreement. The Supplemental Agreement modifies the original agreement to the extent of the change of location of the proposed storm sewer and the reduction in size from a 102" monolithic storm sewer pipeline to an 84" monolithic storm sewer pipeline.

The Accounting Section will ultimately be required to audit and pay the bill for any work performed by the Railroad in conjunction with the construction of this storm sewer. This work will require railroad protection and inspection by Union Pacific and other incidental work as they deem necessary. The Construction Division will be required to approve any bill submitted by the Union Pacific Railroad for reimbursement by the State Highway Division, before the Accounting Section performs its audits. The Accounting Section will also be required to acquire and maintain insurance in favor of the Union Pacific Railroad as required in Section 10 of the original agreement.

The Section Heads should review the original agreement and the supplemental agreement and acquaint themselves with the responsibilities their section must bear in fulfilling this agreement.

JEC:jr
Attach.

cc: R. L. Schroeder
C. T. Keasey w/copy agmt.
D. H. Moehring "
R. W. Ellison "
V. E. Skoog "
J. B. Boyd "
D. E. Swan w/4 copies agmt.
J. L. Sollis

W. J. Hart w/copy agmt.
Jerry Street w/copy agmt.

NOTED
C. W. HEAD

12-9-76
noted in
agree.
book
KN

I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 3, 1976

FILE:

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Storm Sewer
East Portland Freeway (I-205)
Multnomah County

TO: MEMO TO THE FILES

When both the City and County were involved in the joint storm sewer the State arbitrarily accepted as part of "our" water the normal runoff from a strip of up to 1,000 feet each side of centerline where the land sloped toward the freeway. This was done to establish the State and Federal share of the cost of the main sewer. The water would have been delivered to the main sewer by City and County storm sewer systems or by the drainage facilities which we would be building as part of our contracts. There was no intent that the State be involved in any of the costs of any of the collection systems other than those necessary as part of our construction to handle the water that is actually coming to the freeway.

In areas to be drained by the City it would be appropriate to increase the size of our lateral (at their cost) to tie in one of their collector systems as part of their "100 cfs at peak hour" if this was part of their plan (as at the South Banfield).

Since the County is no longer included in the drainage agreement and the pipe is not sized to handle more than the normally expected water it would not be appropriate to consider accepting any water from their area which would not be noramlly picked up in our new streets and potential transit facility construction.

ADO:az
cc: R. N. Bothman
K. D. Limbocker
Paul Haley

✓ Versteeg ✓
Olson
[illegible]
Scott
Swenson
Savage
Trout

RECEIVED
DEC 0 9 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(37)310

STATE PROJECT NO. S.Banfield-SE Yamhill St.

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71002

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 30 '76
REFER TO Rulien
FOR

DATE PS&E APPROVED 11-15-76

DATE AUTHORIZATION EFFECTIVE 11-15-76

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

I-205 south Banfield Interchange south 1.19 miles city of Portland.

NOTED
S. HUNTER

GENERAL DESCRIPTION OF WORK:

Storm sewer Code Y007 miles 0.0.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*

Railroad Protective services	$13,000
Temporary erosion control	1,000
On-the-Job Training	5,600

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Rulien's 11-10-76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,988,935 - Federal funds $3,679,393.

A signed copy of the Title sheet is returned herewith.

DATE 11-15-76

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

1-205

ALL CLEAR 11/10/76

Donald L

ENVIRONMENTAL REVIEW

Section S. Banfield Int - SE Yamhill St.
Highway E. Portland Freeway
County Multnomah Region
Type of Work Storm Sewer
Funds

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☑ No apparent problems - Mitigation measures contained in the job plans & specifications

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: N/A

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise: Final Noise Study Report has been sent to FHWA - This constitutes approval with P.S.&E. approval

OTHER: Archaeological: All Clear Ltr. 10-28-76 [illegible] I-205-14

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 8, 1976
Salem, OR 97310

FROM: Priscilla Harney PH
Water Quality Specialist, Environmental Sec.

SUBJECT: Storm Sewer Permit for I-205 Freeway

TO: Memo to the Files

Glen Carter, DEQ-EPA liaison, and Kent Ashbaker from the DEQ permits section informed me today that a storm sewer permit will not be required for the I-205 freeway project. They both indicated that the Highway Division need not pursue this matter further.

PH:ss

cc: J. H. Versteeg ✓
L. W. Rulien
G. A. Potter
P. T. Dykman

1 Versteeg J
2 Olson
3 Christensen Doc
Scott
4 Swenson
Savage
Trout
copy

RECEIVED
NOV 10 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not File ☐
Return To
Bring Up
Other

8462

13

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 1, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
East Portland Freeway
Storm Sewer Project

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Mr. Hart's letter of October 21 is acceptable for resolving all items mentioned in our previous comments on this tunnel project. One last comment on grouting appears appropriate. When advancing the shield there will be a void annular space left in the tunnel section behind the shield. This area must be immediately filled with grout to maintain safety in the tunnel. After this grouting is completed additional soft sections might be found that also need injection grouting to insure support prior to lining. These soft sections too should be corrected.

The final stage grouting will be accomplished after lining is in place and the timing of this grout application certainly is not as critical as the previous two stages because of the liner support. I hope that there is no confusion between us on this item.

We approve the advance of your plans and specifications to the final stage of design.

G. L. Green

NOTED
E. S. HUNTER

cc Hart
Versteeg
11-5-76

RECEIVED
STATE HWY ENGR
NOV 3 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sep	Act	File

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

October 21, 1976

Mr. Glen Green
Division Administrator
Federal Highway Administration
477 Cottage St. NE
P O Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Storm Sewer Tunnel
East Portland Freeway
Multnomah Co.

In regard to your letter of October 14, 1976, we have the following comments.

1. Value Engineering - Under this contract it would be inappropriate to charge for review of all V.E. proposals because this is a limited type of work and any proposals of dubious value could be reviewed and rejected with little cost to the State.

2. Mobilization - We feel that our current specifications adequately handle the payment of the mobilization item. Our contract experience has indicated this.

3. Tunnel Shield - We will incorporate the items (a), (b) and (c) in our Special Provisions for this project. The paragraph indicated will be deleted.

4. Surface Conditions - The right of way is cleared and there are no buildings on the site. Sufficient information is already available for the railroad and the traffic structure at the north end of the tunnel. The traffic structure is to be removed after completion of a replacement structure.

5. Concrete Liner - Longitudinal construction joints will be allowed at the contractor's option.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

6. Grouting - Some of your recommendations will be incorporated in our Special Provisions for this project. The temporary tunnel support design requires the final tunnel liner be in place before full grouting pressure is applied. Consequently stage two and stage three grouting will be combined.

Thank you for your assistance.

Very truly yours,

Walter J. Hart
Bridge Engineer

JEB/ag

cc E. S. Hunter
L. W. Rulien

RECEIVED
STATE HWY ENGR
OCT 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 14, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
East Portland Freeway
Storm Sewer Tunnel

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Attached is an October 4, 1976, memorandum from the Chief of our Bridge Division discussing the specifications on the storm sewer tunnel on the East Portland Freeway section of I-205. Two items are particularly significant in this memorandum and they are: The tunnel shield and grouting procedure. Both subjects need strengthening in the specifications to insure construction safety and an adequate job when the work is completed.

The tunnel shield needs to be clearly defined for the hood and tail sections. This will assist the safety of the excavation and the placement of support ribs. Apparent difficulty with these sections has been experienced in other areas and the Washington office comments request adequate specification control for these items.

A small tunnel in granular material such as this needs a requirement for two-stage grouting. The first and most important stage is done after placement of the ribs and immediately after the advancing shield. The second stage which is contact grouting is completed after the lining is placed and will fill any voids left between the concrete and the tunnel support.

We feel that these are two items that need consideration for incorporation into the specifications. If you have any questions please feel free to call Mr. Schell.

For G. L. Green

Attachment
Ltr, Wash FHWA to
Reg FWHA, 10-4-76

RECEIVED
STATE HWY ENGR
OCT 15 '76
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Ack reply

FEDERAL HIGHWAY ADMINISTRATION

Memorandum

DATE: OCT [illegible] 197[illegible]

In reply refer to: HNG-34

SUBJECT: Oregon Project I-205-7(2)303
East Portland Freeway
Storm Sewer Tunnel

FROM : Chief, Bridge Division
Office of Engineering
Washington, D.C. 20590

TO : Mr. L. E. Lybecker
10ED.1 Regional Federal Highway Administrator
Portland, Oregon

Please refer to your September 22 memorandum which transmitted one copy of the Special Provisions for the subject project. Our comments follow.

1. Value Engineering: The State may wish to add a paragraph which gives the State the right, where it deems such action appropriate, to require the contractor to share in the State's cost of investigating a value engineering proposal, whether or not the proposal is accepted. A provision of this type would tend to limit VE submittals to only those proposals deserving serious consideration.

2. Mobilization: In our opinion, this section as now written would increase the temptation for a contractor to unbalance his bids in order to receive "early money." We suggest that two revisions be made. First, place a limitation on the amount that can be bid for this item either by using an upset price or by specifying a maximum allowable lump sum price based on a given percentage of the total contract bid amount. Second, instead of tieing the partial payments for the "Mobilization" item to the amount earned from other bid items, specify that certain percentages of the bid amount for this item will be paid as various tasks are begun or completed. For example:

    (a) Upon issuance of Notice to Proceed, 10 percent of bid amount for "Mobilization" item will be paid.

    (b) When work on fabrication of the tunnel shield has been commenced, an additional 20 percent will be paid.

[illegible]
50% mobiliz
10% work
100% [illegible] 10% [illegible]

(c) Upon completion of the work necessary to prepare the area from which the tunnel shield will be launched, an additional 10 percent will be paid.

(d) When the tunnel shield has been delivered to the site, erected, tested and made ready to commence tunnel excavation operations, an additional 30 percent will be paid.

(e) When tunneling has commenced, the remaining 30 percent will be paid.

The tasks and percentages given above are only intended to illustrate the payment concept and are not to be taken as specific recommendations.

3. Tunnel Shield: It is recommended that the following requirements be added to those already given in the Special Provisions:

(a) The shield is to be provided with a tail section (the tail is a rear extension of the shield within which the tunnel support is erected). Tail shall be long enough to cover at least 12 inches of the installed tunnel support when the shield has been pushed forward to the fullest possible extent. The annular space between the tail and tunnel support shall be kept to an absolute minimum. A seal shall be incorporated in the tail to prevent leakage of grout into the space between the tail and tunnel support.

(b) The shield is to be provided with a hood section (the hood is a front extension of the upper portion of the shield). Hood shall project at least 18 inches beyond the bottom of the shield and shall extend through at least 150 degrees of upper perimeter of the shield.

(c) The exterior surface of the shield shall be smooth and even from the leading edge of the hood to the rear edge of the tail without any projections that would produce over-excavation or other voids.

The third paragraph on page 19, dealing with the back-packing of cavaties, is best omitted.

4. Surface Conditions: We have found it very helpful to make a photographic record of the preconstruction condition of all important structures that might be affected by the tunneling operations. These photographs identify all existing damage to these structures with sensitive areas (building corners, doorways, joints, etc.) being keyed into the surveys described on page 20.

5. Concrete Liner: Recommend that longitudinal construction joints be permitted in the concrete liner. Supporting the formwork for a monolithic pour is a major problem (form supports must span the full length of the pour) and air pockets are often trapped in the invert concrete. In addition, the forms must be braced securely against the roof to prevent floating or lifting during concreting.

✓ 6. Grouting: The two types of grouting operations should be more clearly delineated. We recommend the following points be included in this Section:

    (a) Tail Void Grouting. Each time the shield is advanced there is an annular space created at the tail. This space is equal to the tail plate thickness plus the inside clearance between the tail and tunnel support. To prevent surface settlement it is important that this space be filled as promptly as possible. It is recommended that a two-stage grouting operation be specified.

    The first stage grouting is performed immediately after each forward thrust ("Shove") of the shield. Generally grouting begins at the bottom grout plug as soon as the tail clears the plug. The grouting continues upward as described in the fourth paragraph on page 22. The grout (usually a 1:1 mix) should be fairly stiff to prevent leakage through the liner plate joints or between the wood lagging, yet it must be wet enough to flow. Grouting, pressures should not be very high; 25 to 35 psi is common. We do not believe grouting pressures should be called for in the Special Provisions to any greater detail than the equipment requirements given in the sixth paragraph on page 21. The fifth and sixth paragraphs on page 22 appear to be in conflict and we recommend they be omitted.

The second stage grouting is intended to fill any soft spots or voids left after the first stage grouting. Usually second stage grout injection is performed no later than 24 hours after the first stage.

Horizontal tie rods or vertical struts installed in tunnel supports to prevent distortion should remain in place until the two stage grouting has set.

(b) Contact Grouting. After the concrete liner has been placed it is necessary to fill any voids left between the concrete and tunnel support; this is called "contact grouting". When the concrete has gained sufficient strength to withstand the grouting pressures (no sooner than 7 days, preferably after 10 days) contact grouting is begun. Since gravity has helped fill the voids in the invert and sidewalls, the main area of concern is the voids at the crown. For this reason grouting begins at the crown and proceeds downward with gradually decreasing grouting pressures. It is common to specify an upper limit of 30 psi for contact grouting pressures.

The paragraphs covering drilling of holes, grout connections, and patching of the concrete should be retained.

Subject to consideration of our comments, especially comment Nos. 3 and 6, the proposed Special Provisions are accepted as satisfactory.

R A Nettleton
for Lester A. Herr

18462 45

PRO 6-2

October 28, 1976

TO Executive Department
Federal Aid Coordination Unit

NAL SIGNED BY
D. E. SWAN

FROM L. W. Rulien
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following Interstate projects.

Item No.	Project No.	Section Name & PNRS No.
71001	I-205-7(36)307	SE Powell Blvd.-SE Foster Rd.
71007	I-205-7(35)309	SE Grant St.-SE Division St. (SE 96th Ave.)
71002	I-205-7(37)310	S. Banfield Intchge.-SE Yamhill St.

NOTE: Attached for your reference is a copy of the A-95 review approval letter dated September 29, 1970.

JLG:ljt
Att.

cc: G. L. Green (FHWA)
D. E. Swan

182621

~~PRO 6-2~~

October 28, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71002
Project No. I-205-7(37)310
S. Banfield Intchge.-S.E. Yamhill St. Sect.
Multnomah County

Attached is data for the subject project.

It is the Oregon State Highway Division's intention to receive bids for this project on December 16, 1976.

One copy each of the State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval were previously forwarded.

JLG:ljt
Attachments

cc: E. L. Hardt
D. E. Swan

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	

FEDERAL-AID PROGRAM DATA

October 28, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 I-205, S Banfield Int., S. 1.19 mi. (Portland) 65		56,000*	(66) 76,600 (70)	(71) 96 (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	28 Storm Sewer 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 I- 23	7 205-7

CARD				
4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Multnomah		
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I	FEDERAL-AID I-205 (32)	STATE 64 (36)	U.S. (37) I-205

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y007		"S. Banfield Intchge.- S.E. Yamhill St. Sect."	0.0	3,802,000	3,506,000	296,000	

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG	PROJECT TOTALS	0.0	3,802,000	3,506,000	296,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)	REMARKS	

*Assumes I-205 completed

REMARKS Additional Data: Item Nos
447 & 543; Project Nos. I-205-7
(8) & (

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

October 28, 1976

ATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Banfield Int., S. 1.19 mi. (Portland)		56,000*	76,600	96	10	Oregon	41	042	71002

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV ACCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
								I-	205-7	(37)	310	

PROJECT NUMBER · I Projects Only

tate

nd

COUNTY NAME: Multnomah · CODE 051

ROUTE NO. I · FEDERAL-AID I-205 · STATE 64 · U.S. I-205

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
							RR protective servic as required.
	"S. Banfield Intchge.- S.E. Yamhill St. Sect."	0.0	3,802,000	3,506,000	296,000		ROW-570' min.; Access Control-Full; Parking Restrictions-Complete
JLG	PROJECT TOTALS	0.0	3,802,000	3,506,000	296,000		

ATES

*Assumes I-205 completed

REMARKS
Additional Data: Item Nos. 252,445,446,440, 447 & 543; Project Nos. I-205-7(2),(6),(7),(3), (8) & (13) respectively

-over-

S. BANFIELD INTCHGE.-S.E. YAMHILL ST. SECTION

PROJECT NO. I-205-7(37)310

REMARKS - continued

Project Data: Work under this project consists of construction of an 84-inch storm sewer main, appurtenances and incidental work common to this type of project. Railroad protective service as required.

Utilities & RR: Adjustment of utilities and railroad facilities are programed under I-205-7(13)300.

IM 50-1-70 Requirements: State Clearinghouse and District 2 Clearinghouse approvals dated September 29, 1970 and September 18, 1970 respectively.

FHPM 7-7-2 Requirements: FHWA letter of October 13, 1976 regarding distribution of the approved Final EIS states that the project may be advanced under federal aid procedures effective November 12, 1976.

FHPM 7-7-5 Requirements:
(a) Public Hearings - Design held September 14, 1970.
(b) Design Approval - Granted under FHWA memorandum of January 27, 1971.

Note:
(1) The project is in Congressional District No. 3.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

8462

FORM 8-39

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE October 27, 1976

TO Memo to the Files:

J B Boyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Storm Sewer Project
East Portland Freeway

I have been informed by Mr. Lou Grothaus that the storm sewer project is clear with Permits of Entry. There is no reason that we can not proceed to contract insofar as Right of Way is concerned.

JBB:jc

cc: ~~R. L. Schroeder~~
R. N. Bothman
Hal Versteeg
Walt Hart
Lou Grothaus

NOTED
R. L. SCHROEDER

RECEIVED
OCT 28 1976
Office of
Assistant State Highway Engineer

8162

ROBERT W. STRAUB
GOVERNOR

**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213
Telephone 238-8226

October 21, 1976

OLIVER DOMREIS
Multnomah County Director
of Public Works
2115 Southeast Morrison
Portland, Oregon 97215

Subject: I-205 - East Portland Freeway
Storm Sewer Tunnel Plans
Vicinity of Halsey Street

The preliminary plans for subject storm sewer tunnel have been completed and they are submitted herewith for your review and comment. We particularly request your concurrence in a necessary Bent revision for the existing Halsey Street structure. The storm sewer tunnel encroaches upon the present pile bent.

Reference to the plans on page three for location; Drawing #29-907, showing temporary bent construction.

Also included are two copies of preliminary specifications which address the existing Halsey Street Bridge protection on page twenty-four.

We propose to advertise this project on November 12, and would appreciate your review and comments by November 1st. Please call this office if there are any questions or need to meet with our design personnel.

Bob

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 21 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RTE:pq

cc H. S. Coulter
Walt Hart
Jerry Street

8162

1-205

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
FINAL DESIGN ENGINEER
Duane O. Christensen
Final Design Engineer

Salem, Oregon
October 19, 1976

R. N. Bothman
Metropolitan Engineer

Storm Sewer
S. Banfield Interchange--
S.E. Yamhill Street
East Portland Freeway
Multnomah County

At the request of Walt Hart, Bridge Engineer, we are including the 424 ft. of 84 inch storm sewer pipe located north of "Tunnel" Sta. 296+70 in the subject project.

This request was a result of considerable discussion between Mr. Hart and several sewer tunnel contractors.

We have also been advised by region that contractors have discussed this with them and region recommends this piece of sewer pipe be included in the subject project.

DOC:az
cc: W. J. Hart
M. Craft
W. Cole
C. G. Swenson

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

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OCT 19 1976
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5465

1-205-14

Salem, Oregon
September 10, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Sewer Redesign
I-205

Ken Limbocker
Metropolitan Design Engineer

In response to your request to redesign and compute the cost to the City of Portland for putting in an additional 100 cfs at Broadway Street and 100 cfs at Prescott Street.

Mr. Paul Haley has the sewer design data and is preparing the new cost estimate. I would suggest that we avoid getting involved in preparing a whole series of engineering proposals for the city. If they are serious about these proposals, the time and the money would be well spent but if their are not serious, our designer's time is too valuable in the critical stage of I-205 contract plan development to spend too much time on engineering studies.

JHV:jh

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UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: September 9, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)303
East Portland Freeway
Storm Sewer Tunnel

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

We refer you to our August 27 memorandum following the plan-in-hand review of the subject project. Please note the last comment requesting that you proceed with PS&E preparation. As you know this section is now going through the final EIS stage and PS&E preparation cannot be approved until the EIS is approved. We would like to correct this statement to read: "Please proceed with the next phase of the plans and specifications development."

G. L. Green

G. L. Green

RECEIVED
STATE HWY ENGR
SEP 10 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Noted
GK

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 27, 1976

In reply refer to: 1041BR

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FOR

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NOTED
E. S. HUNTER

SUBJECT: Oregon Project I-205-7(2)303
East Portland Freeway
Storm Sewer Tunnel

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

We will approve the advance plans for the Storm Sewer Tunnel project submitted under Interoffice memo from Mr. C. T. Christianson dated August 12 subject to the following comments:

1. The General Notes on Drawing No. 29907 require the tunnel excavation to be performed by the shield method. With such a requirement we believe it necessary that the State indicate in detail the methods to be used in constructing the "Sewer Tunnel 'Y' Connection" called for on this same drawing. These details should also show how this connection will be made if the Alternate Reinforced Concrete Liner or the Optional Precast Reinforced Concrete Liner is used for the remainder of the tunnel. It is assumed that the Special Provisions will be very explicit on the basis of payment for this connection.

2. The enclosed space under the stairway shown on Drawing No. 29908 should either be vented or the enclosing wall eliminated by cantilevering the stair slab out from the outside wall.

3. In Drawing No. 29909 you have detailed a temporary concrete cap with backfill to hold it in place for the "Y" connection. Appreciating the difficulty of construction of this connection we wonder if you haven't detailed an extremely complex construction procedure. Please review this detail and give us your comments.

We also refer you to Mr. Schell's attached memo to Mr. Christianson, our Area Engineer, on the plan-in-hand review. Please consider this item also.

Please proceed with the PS&E preparation.

For G. L. Green

Attachment
Ltr, 8-23-76, Schell to Christianson

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 23, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205-7(2)
Sewer Tunnel
S. Banfield Intchge - SE. Yamhill
East Prtland Freeway

Schell S
Valach ✓

FROM : H. A. Schell, Division Bridge Engineer

TO : Mr. C. T. Christianson, Area Engineer, A6

On August 18 Ernie Valach and I motored to Portland with the State to attend a plan-in-hand review of the above sewer project. Mr. Fiala was informed about the meeting but was unable to attend. Those attending the meeting held in the Region I office is attached.

Significant items discussed are as follows:

1. Drawing 2, bridge drawing 29909, specification page 14. Pipe access through Halsey structure.

General consensus at the meeting was that the State should design the temporary support for the one bent in conflict with the tunnel on the Halsey structure. Our review in the field revealed that some deterioration (rotting?) has taken place on this structure and careful review is felt necessary. This will be accomplished and the information given to the Bridge section for the design. The State will also allow the contractor to submit his own design and utilize his own materials if they are different from the Bridge section design.

2. Drawing 2 - Disposal area access through the new bridge construction area. It was suggested that they allow temporary access through new bridge construction area prior to when a contract is awarded. This access would then be removed when the new contractor started work.

3. Special Provisions, page 17. Specification is not clear on where the State assumes responsibility for a water problem. It was felt the State should not assume responsibility for ground water and the water necessary

for the normal work accomplished by the contractor in constructing the tunnel. Where other artesian flows - or the ground water higher than on the plans - (water is not anticipated according to the plan) the State would assume responsibility for this extraordinary water.

4. Sheet 4 and drawing 39909 of the plans - Manhold access from the shoulder. Many people felt there should be a landing platform immediately below the ground to allow maintenance people to fasten safety belts to the proposed steel safety cable. State will restudy this problem.

5. Drawing 29909, page 20, Special Provisions. The welding of the steel ladders needs a requirement to cover magnetic particle, penetent dye or ultrasonic inspection of welds thought defective by the inspector. The State will review this specification.

6. Page 20, Special Provisions. Wonder if there shouldn't be some general requirements for backfilling around the manhold particularly in view of the fact it is within the roadway section.

7. Page 19, Special Provisions in the Grouting Specification - A question arose as to who pays for the extra drilling of grout holes necessary for sealing the section outside the liner. The State says the contractor. Can't find in submission.

8. I agreed to check with the Bureau of Mines to see what input they may have into the project. (August 20, 1976 - Mr. Lewis of the Bureau of Mines said they have none. Mine safety is ~~not~~ under Department of Labor and it was suggested we proceed as normally ~~as~~ for any other regular job).

H. A. Schell

Attachment
List of Attendees

mh

9-62 13

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

September 3, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Storm Sewer Tunnel
S.Banfield Int.-S.E.Yamhill St. Section
East Portland Freeway (I-205)
Multnomah County
Bridge 13573

In answer to your letter of August 27, 1976, we have the following comments:

1 and 3 - In light of the fact that the 60-inch line will not be constructed at this time and will be open trench construction, the more economical procedure is to construct the "Y" connection at the time the trench is opened for construction of the 60-inch line.

2 - The enclosed space will be vented.

Answers to Mr. Schell's memo to Mr. Christianson will be directed to Mr. Schell.

Very truly yours,
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RECEIVED
STATE HWY ENGR
SEP 7 '76
REFER TO
FOR
D.R Sign

JEB:dh

cc E. S. Hunter
L. W. Rulien

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8262

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

September 3, 1976

Mr. H. A. Schell
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Schell:

Storm Sewer Tunnel
S. Banfield Int.-S.E. Yamhill St. Section
East Portland Freeway (I-205)
Multnomah County
Bridge 13573

We have the following comments on your letter of August 23, 1976, written to Mr. C. T. Christianson:

1. Structural details for the temporary bent located at the intersection of the storm sewer and the Halsey structure will be included in the plans. The contractor will have the option of submitting alternates for approval.

2. The tunnel contractor will be allowed to use the area through the new bridge construction site until that area is required by the bridge contractor as determined by the engineer.

3. The contractor is to be held responsible for all construction water he might introduce into the tunnel plus 50 gallons per minute ground water. The State will assume costs of handling anything more than the above.

4. It has been decided not to place the platform inside the manholes as it only serves to interfere with access. Some arrangement will be made to allow safety equipment hookup before entering the manhole.

5. Proper welding inspection will be required in the specifications.

6. Reference is made to standard backfill provision 206.32 around the structure.

7. Since the contractor is responsible for completing the grouting, he is responsible for the holes required to accomplish this. See paragraph 6, page 19, and paragraph 2, page 21, of the Special Provisions.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JEB:dh

cc E. S. Hunter
L. W. Rulien

noted

RECEIVED
STATE HWY ENG
SEP 7 '76
REFER TO
FOR

8462

I-205

Salem, Oregon
August 3, 1976

A D Olson

A. D. Olson
Preliminary Design Engineer

Walt Hart
Bridge Design Engineer

Storm Sewer
S. Banfield Interchange--
S.E. Yamhill Street Section
East Portland Freeway (I-205)
Multnomah County

The section of 84" storm sewer pipe northerly of the tunnel ("TUN" 296+70) was discussed with Jerry Backstrand, Jerry Bellin, Bill Cole, Bob Whitby and Hal Versteeg. I am advised that this could readily go with either the storm sewer contract or with the contract for the Halsey and I-205 mainline structures.

Since the structure contractor will be placing a high fill over this section of pipe it is recommended that all work northerly of the end of the tunnel be done under the structure contract. Data covering this will be supplied to Jerry Bellin.

The detail drawing showing the connection between the tunnel liner and the 84 inch sewer pipe should be included in the tunnel plans. The detail to cap and drain the 84 inch sewer pipe would go with the structures plans. Limits of construction will need to be indicated for the structure contractor to give the tunnel contractor room to work.

If you have any questions please contact me.

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

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ADO:az
cc: Jerry Backstrand
Jerry Bellin
Ken Limbocker
Bill Cole

8462

I-205

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
July 30, 1976

Duane O. Christensen
Final Design Engineer

Walter J. Hart
Bridge Design Engineer

S. Banfield Int.-S.E. Yamhill St.
E. Portland Freeway
Multnomah County
(I-205 Storm Sewer Tunnel)

Attention: J. E. Backstrand

The access manhole at or near Sta. "TUN" 296+70 has been eliminated from the subject project.

An 84-inch storm sewer pipe is to be connected to the tunnel at Sta. "TUN" 296+70. A detail drawing showing the connection between the tunnel liner and the 84-inch storm sewer pipe will be required on your plans as well as a detail to cap and drain this 84-inch pipe.

1 Versteeg ✓
Olson
Christensen
Scott
2 Swenson
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WEC:az
cc: W. E. Cole

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 24, 1976

Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 390
Salem, Oregon 97308

Dear Mr. Green:

Re: Storm Sewer Tunnel
East Portland Freeway (I-205)
Multnomah County

Refer 1041BR

Your letter of June 16 requested additional data on the Tunnel section of the proposed I-205 storm sewer. This was discussed with Herb Schell and I believe the attached data covers his concerns.

Enclosed are 3 copies each of: 1) the drainage plan showing areas; 2) the drainage profile: 3) drainage summary data sheets; and, 4) the tunnel section drawings (No. 29907-29909).

The original storm sewer design for I-205 was based on a cooperative agreement with Multnomah County and the City of Portland. The County anticipated draining some 2450 acres with 540 cfs at peak flow and the City of Portland was to contribute 100 cfs at the peak period. The County has withdrawn from the project so the tunnel section has been reduced from 102" to 84".

The attached data indicates that the southerly section of the tunnel is designed to carry 375 cfs which is adequate to handle our anticipated 260 cfs and the 100 cfs allowance for the City. The northerly end of the tunnel section is on a steeper grade with a capacity of 410 cfs. This, plus taking into account concentration time, will allow the addition of 70 cfs of state water near the north end of the tunnel section. City water enters at this same point; however, the total allowance for the City is 100 cfs.

If you have any questions please contact me.

Very truly yours,

ADOlson
A. D. Olson
Preliminary Design Engineer

ADO:az
Encl.
cc: Bob Bothman ~~H. S. Coulter~~ Walt Hart
esh

RECEIVED
STATE HWY ENGR
JUN 25 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 81-734-3122

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 16, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-205
East Portland Freeway Storm Sewer Tunnel

FROM : G. L. Green, Division Administrator

TO Mr. H. Scott Coulter, State Highway Engineer

We have received from your Bridge Section Drawings No. 29907 thru No. 29909 for the storm sewer design section of the tunnel. Our review must be limited because we do not have profiles or plans or the hydraulic report of the installation.

We note the sewer size has been changed and this obviously should have an affect on the design parameters. What you have submitted appears very conservative.

✓ Please furnish us with a complete study report on the tunnel section to enable us to complete our review and make recommendations to our Regional and Washington Offices for their comments and approvals.

For G. L. Green

cc
OSHD W. Hart

RECEIVED
STATE HWY ENG
JUN 17 '76
REFER TO
Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	[illegible]
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NOTED
W. J. HART

NOTED
J. E. BACKSTRAND

RECEIVED
JUN 17 1976
BRIDGE SECTION

8462 S. Banfield Int.-S.E. Yamhill 1976
St. Sec. of E. Ptld. Fwy.
(Sewer tunnel) #1

R.R. 771 12-16-74
C+A 4607 5-20-76

8462 13

May 20, 1976

Board of County Commissioners
Multnomah County
Courthouse
Portland, OR 97204

Attention: Bob Johnson
Administrative Assistant

MISC. CONTRACTS and
AGREEMENTS No. 4607

Gentlemen:

Attached for your records is a fully executed copy of an agreement withdrawing Multnomah County's participation in the I-205 storm sewer system.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Robert Bothman
(agree. att.)

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110996

DATE	BILLING REQ. NO.	YOUR ORDER NO	CREDIT DISTRIBUTION
2-16-73	CA 1		Advance Deposit

City of Portland
Portland City Engineer
1220 SW 5th Ave
Portland, Oregon 97204

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mr. James Apperson			
Constructistorm swwer system along and within the access control lines of the East Portland Freeway (I 205). Authorized by City/State agreement dated 9-21-72.			
First Installment due May 1, 1973			$ 100,000.00
Warrant # 37089 rec'd 3-14-73	86508		300,000

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 110995

FORM A-190 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2116-73	CA # 2		Advance Deposit Paid - 3-22-73 by Warrant # 88769

- Multnomah County
- Dept. of Public Works
- 2115 SE Morrison St.
- Portland, Oregon 97214

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Robert L. Nordlander Construct storm sewer system along & within the access control lines of the East Portland Freeway (I 205). Authorized by County/State agreement dated 10-31-72. First installment due May 1, 1973	3365[illegible]		$ 450,000.00

To Bob Schroeder 2/24/76

FR Griffin

RECEIVED
FEB 23 1976
Office of
Assistant State Highway Engineer

9462

15

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 7, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: I-205 Storm Sewer

TO: R. L. Schroeder
Assistant State Highway Engineer

We have been able to identify the following costs in the original design of the joint storm sewer on the I-205 Freeway project.

Metro Design 1971-1973	$35,000	
Road Design 1972-1973	9,000	
Bridge Design 1971-1974	7,000	
Preliminary Design 1971-1974	15,000	
Preliminary Engineering Identified	$66,000	$66,000

STATE FUNDS

State's Share of the Preliminary Engineering:

Metro Design - Administrative Costs (Versteeg, Limbocker and Schroeder)	40% x $35,000 =	$14,000
Road Design - Administrative Costs (Hall, Terpin and Swenson)	40% x 9,000 =	3,600
Bridge Design - Administrative Costs (Wallace and Hart)	25% x 7,000 =	1,750
Preliminary Design - Administrative Costs (Olson and Stoudenmeyer)	35% x 15,000 =	5,250
County/State Agreement		
County/City Legal Administrative Review		1,089
STATE FUNDS		$21,360
Preliminary Engineering and State Funds		$87,360

Originals to Bothmer 4-8-76

JHV:jh

RECEIVED
APR 7 1976
Office of
Assistant State Highway Engineer

INTEROFFICE MEMO

STATE OF OREGON
HIGHWAY DIVISION

DATE: March 17, 1976

TO: R. L. Schroeder
Asst. State Highway Engineer

FROM: V. E. Skoog
Controller

SUBJECT: I-205 Storm Sewer

We received the $450,000 from Multnomah County on March 22, 1973. Interest to March 22, 1976 at 6% would be $81,000. In the event we do not release the advance deposit, interest accrues at $75 per day.

ves;pl
cc: F. B. Klaboe

RECEIVED
MAR 17 1976
Office of
Assistant State Highway Engineer

8462

18

Salem, Oregon

March 12, 1976

Hal Versteeg
Road Design Engineer

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

I-205 Storm Sewer

As you are aware, Multnomah County has requested to withdraw from their agreement with the Transportation Commission for the construction of the I-205 storm sewer.

Attached is a letter from Jack Sollis, Assistant Attorney General, indicating that they may be charged for the costs involved to the State in the design of this facility.

Would you please attempt to obtain the costs involved in the original design of this storm sewer as it related to the inclusion of the storm water from Multnomah County's abutting drainage areas. It is my opinion that these costs far exceeded those of a simple redesign of the structure to omit their storm water. Every attempt should be made to justly charge them for the additional costs to us so they may be deducted from the monies returned.

RLS:ab
Attachment
cc F. B. Klaboe
E. S. Hunter

DEPARTMENT OF JUSTICE

Memorandum

TO: R. L. SCHROEDER **DATE:** March 11, 1976
Assistant State Highway Engineer
R/W & Development

FROM: JACK SOLLIS
Assistant Attorney General

SUBJECT: Agreement with Multnomah County for I-205 Storm Sewer

Back in 1972, the Highway Division entered into an agreement with Multnomah County to participate in the cost of the storm sewer that was to be constructed in conjunction with I-205. The reason for this agreement was that the storm sewer constructed by the state would benefit the county if it were increased in size and would drain a large area of the county. The agreement provided that the county would pay $2,500,000 over a period of five years.

The storm sewer contract has not yet been let and a considerable length of time has passed.

Multnomah County made an initial payment of $450,000 on May 1, 1973, which has been resting in the coffers of the Highway Division ever since then drawing interest. Multnomah County has now authorized the Director of Environmental Services to proceed with negotiations with state, terminating their agreement with the state relating to paying for a portion of the storm sewer.

The question immediately arises, can the state deduct from the amount county has paid, the costs involved in changing the original design to accomodate the county and also the costs that will be involved in changing the present design to delete the county? The answer is yes. The next question is whether or not the interest that has accrued on this $450,000 of the county's money that the state has held for three years should be credited to the county or whether it belongs to the state. The finance branch has indicated that in their opinion, the interest of all monies in the Highway Fund accrues to the Highway Fund. It is my opinion that if the state is holding an advanced payment from another branch of government pursuant to a contract for longer than just a month or so and has not utilized that money for the proposed project, that the interest that accrues on that amount should go back to the governmental unit if the contract is terminated before it has been performed.

NOTED
R. L. SCHROEDER

RECEIVED
MAR 11 1976
Office of
Assistant State Highway Engineer

The Highway Division would also be entitled to recover in addition to the costs for design changes, any other miscellaneous costs involved in terminating the agreement with Multnomah County.

lj
cc: Walt Barrie
Larry Rulien
R. T. Ewen

8462

Form 81-734-3010

15

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
February 27, 1976

Robert T. Ewen

FROM: R. T. EWEN
Project Development Engineer

SUBJECT: MULTNOMAH COUNTY
I-205 STORM SEWER AGREEMENT

TO: L. W. RULIEN
Project Management Engineer

Attention: George Hopkins

NOTED
E. S. HUNTER

We are in receipt of a letter from Multnomah County, copy attached, requesting they be permitted to withdraw from our previous agreement in the I-205 storm sewer. Also attached is a copy of the county board resolution authorizing them to proceed with termination of agreement.

We have discussed this with the administration, Mr. Versteeg, Mr. Potter, and I believe Jack Sollis. Versteeg has advised us that redesign costs will be approximately $6,000. He has also discussed with the City of Portland for possible increased capacity.

We are advised that the Highway Division holds the initial county payment of $450,000 for which the county also requests return.

Would you please proceed with the necessary documents or agreement for cancelling the prior agreement. If further background is desired please call.

pq

cc F. B. Klaboe
R. N. Bothman
J. H. Versteeg
G. A. Potter
J. L. Sollis

RECEIVED
STATE HWY ENGR
MAR 1 '76
REFER TO ESH
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

3-9

Bothman
Rulien
Schroeder is handling and necessary papers in process.
E.S.

cc Schroeder

NOTED
R. L. SCHROEDER

RECEIVED
MAR 9 1976
Office of
Assistant State Highway Engineer

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
February 27, 1976

FROM: R. T. EWEN
Project Development Engineer

SUBJECT: MULTNOMAH COUNTY
I-205 STORM SEWER AGREEMENT

TO: L. W. RULIEN
Project Management Engineer

Attention: George Hopkins

We are in receipt of a letter from Multnomah County, copy attached, requesting they be permitted to withdraw from our previous agreement in the I-205 storm sewer. Also attached is a copy of the county board resolution authorizing them to proceed with termination of agreement.

We have discussed this with the administration, Mr. Versteeg, Mr. Potter, and I believe Jack Sollis. Versteeg has advised us that redesign costs will be approximately $6,000. He has also discussed with the City of Portland for possible increased capacity.

We are advised that the Highway Division holds the initial county payment of $450,000 for which the county also requests return.

Would you please proceed with the necessary documents or agreement for cancelling the prior agreement. If further background is desired please call.

pq

cc F. B. Klaboe
R. N. Bothman
J. H. Versteeg
G. A. Potter
J. L. Sollis

RECEIVED
STATE HWY ENGR
MAR 2 '76
REFER TO
FOR

cc Hunter

Suggest OSHD accept cost.
Bothman

cc Ewen
Rulien

3-2-76
REFERRED TO
Versteeg
BY DEPUTY STATE HIGHWAY ENGINEER
Pls handle.

I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 8, 1976

FILE:

FROM: J. H. Versteeg J. H. Versteeg
Road Design Engineer

SUBJECT: Multnomah County Sewer Agreement
I-205 Freeway

TO: MEMORANDUM TO THE FILES

Multnomah County's request to withdraw from the County-State agreement on the I-205 joint sewer project is under review by Project Management. When the legal, monetary and procedural questions have been resolved, a document will be prepared to permit Multnomah County to withdraw from the agreement and reclaim their deposit funds.

JHV:jh
cc: R. N. Bothman
L. W. Rulien

REFERRED TO
~~Beard~~ Reed
Cole WEC Sample
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
1 Olson
2 Christensen
3 Scott
4 Swenson
Anderson
5 Trout

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2462 1-205

STATE OF OREGON
WORKMEN'S COMPENSATION BOARD
SALEM 97310

INTER OFFICE MEMO
RR-051-76

DATE: March 8, 1976

TO: W. E. Cole, Dept. of Transportation

FROM: Ralph M. Rodia, RR Occupational Health, WCB

RE: Plans for Sewer Tunnel at S. Banfield Interchange and S.E. Yamhill Street Section

After a review of these plans, I find two areas of concern:

1. In an emergency, the shaft landings with openings are less than three feet in diameter and may severely hamper the extrication of a sick or injured employee. Of particular concern is the possibility that a man equipped with self-contained breathing equipment would have an extremely difficult, if not impossible, task of passing through the openings. In addition, because the openings are opposed to one another at each landing, the use of a hoist would be difficult.

   A possible alternative to the landings would be the use of a single straight-line ladder equipped with a safety climbing device.

2. Since there is a possibility that the access shaft may become contaminated with toxic and/or flammable gases or be deficient in oxygen, pre-entry procedures must be established and followed. These procedures must include proper testing of the shaft atmosphere and the provision for effective emergency breathing equipment and rescue devices.

vlc

cc: C. R. Lafferty
APD File

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3 Swenson
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BY FINAL DESIGN ENGINEER

I-205-14

Salem, Oregon
March 3, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

R. N. Bothman
Metropolitan Engineer

City Sewer Connections
I-205 Storm Sewer

Versteeg
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Scott
Swenson
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The City of Portland is requesting four connections to the I-205 storm sewer. The city will be permitted 100 cfs of water during peak flow. The city shall be permitted to utilize the system during the off peak periods. The volume of water introduced into the system and the method used shall have the approval of the Region Engineer for the State Highway Division. The requested connection locations and the design flow of the I-205 sewer are as follows:

Location	State Water	City Water	Planned Pipe Capacity
Yamhill	220	100	320
Banfield	340	100	440
Hancock	340	100	440
Sandy	430	100	530

Recommended guidelines for designing the city system and connections are:

1. 100 cfs during peak flow.
2. The capacity of the city connection not to exceed 1/2 the capacity of the I-205 sewer at any proposed connection.
3. Total capacity of the four proposed connections will not exceed the total capacity of the I-205 sewer - approximately 530 cfs.
4. To achieve a high degree of utilization the City of Portland must develop plans for a sophisticated system of storm runoff storage basins, flow control devices and telemetry to assure positive control of the storm water runoff.

Three 42" sewer installations and one 60" sewer installation at Sandy Blvd. with adequate controls should meet the criteria stipulated.

JHV:jh
cc: E. L. Hardt

n 0.15

Location	[illegible]	City	Planned Pipe Capacity		
[illegible]	220 ~~84~~	100	320	~~48~~"	160 CFS .5% 60"
[illegible]	340 ~~84~~"	100	440	~~48~~"	220 .9% 60"
Hancock	340 ~~70~~	100	440	~~48~~"	220 .9% 60"
[illegible]	430 ~~84~~"	100	530	~~60~~"	265 1.3% 60"
					865 CFS

FORM 81 734-3030

8462

I-205

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
February 25, 1976

FILE: 626-1909
340

FROM: PAUL HAILEY
Senior Designer

SUBJECT: STORM SEWER TUNNEL

TO: MEMO TO THE FILES

Mead Lofland of Transco Northwest, Inc. stopped in this afternoon to discuss the possibility of hauling dirt through the storm sewer tunnel by conveyor belt. He gave the following figures:

Belt Size	Speed	Capacity
24"	400 f.p.m.	400 c.y./hr.
	600	600
	800	800
36"	400 f.p.m.	976 c.y./hr.
	600	1464
	800	1952
48"	400 f.p.m.	1792 c.y./hr.
	600	2688
	800	3584

Preferred speed is 600-650 f.p.m. A 102" pipe would permit a 48" belt. A 78" pipe would barely permit a 36" belt - an 84" pipe would allow more adequate working room.

Approximate costs for a 36" or 48" system would be about $180 per lineal foot and $150,000 for Hopper Systems. Hopper Systems will be needed due to the undesirability of stopping the system while loaded.

The system would require four to six workmen, including two operators, and probably two maintenance men.

He felt the system probably would be unsuitable for use during construction of the storm sewer. A rail system is usually used for tunnel construction.

pq

1 Versteeg ✓
2 Olson a.H.
3 Christensen Doc
Scott
Swenson
Anderson
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O.S.H.D. - METRO
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BY FINAL DESIGN ENGINEER

8412

1-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 23, 1976

FILE:

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

TO: MEMO TO THE FILES

SUBJECT: S. Banfield Interchange--
S.E. Yamhill St. S.E.
East Portland Freeway Highway
Multnomah County
(Storm Sewer Tunnel)

On February 20, 1976 I met with O. M. Nygaard, Accident Prevention Division, and R. M. Rodia, Occupational Health Section, of the Workmen's Compensation Board.

We reviewed the plans on the subject project. Mr. Nygaard and Mr. Rodia will further review these plans as to the needs of Health and Accident Standards and respond by letter if any revisions or additions will be required.

WEC:az
cc: Martin Jurgenson
Room 204, Labor & Industries Bldg.

1 Versteeg ✓
Clark
2 Tarpin Doc
Scott
3 Swanson
Anderson
Trout

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PREFIX NO: ~~[illegible]~~ 130
FILE

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

RECEIVED
STATE HWY ENGR
FEB 26 '76
REFER TO ESH
FOR
Info Inves R/D D/R Sign Act File

February 23, 1976

ME PE PR1 PR2 DE E
O.S.H.D. = METRO
FEB 25 1976
CE FILE T/A

CC: Ewen 2-25-76.

Bob Bothman
Metropolitan Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

On February 19, 1976, the Board of County Commissioners authorized this Department to negotiate the termination of the agreement with the State of Oregon for oversizing of the I-205 storm sewer.

Our records indicate that a $450,000 payment was made to the State on March 21, 1973 under the terms of the agreement.

Therefore, the purpose of this letter is to formally indicate the desire of Multnomah County to withdraw from the September, 1972 storm sewer agreement and to have the $450,000 initial payment returned to us.

If there are questions, please do not hesitate to call on us.

Very truly yours,

Robert

Robert C. Johnson
Administrative Assistant

NOTED
E. B. KLABOE

RCJ:sr
cc: Ken Gervais

Ewen
Draft revised
agreement accordingly
Bothman

NOTED
E. S. HUNTER

cy ESH
2-26

Versteeg
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E. KLABOE

MULTNOMAH COUNTY OREGON

OFFICE OF THE CHAIRMAN
BOARD OF COUNTY COMMISSIONERS
ROOM 606 COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

February 19, 1976

Oregon State Department of
Transportation
307 Highway Building
Salem, Oregon 97310

Mr. Ken Gervais, Director
Dept. of Environmental Services
2115 SE Morrison Street
Portland, Oregon

County Counsel
Room 710 - Court House

Finance Division
426 SW Stark Street
Portland, Oregon

Mr. Bruce Harder, Director
Budget & Management Analysis
426 SW Stark Street
Portland, Oregon

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held February 19, 1976, the following action was taken:

Recommendation Director of Environmental Services)
that he be authorized to proceed with negotiations
for termination of a contract dated September 14,)
1972 with Oregon State Department of Transportation
concerning the I-205 Storm Sewer)

Upon motion of Commissioner Gordon, duly seconded by Commisssioner Buchanan, it is unanimously

ORDERED that said recommendation be adopted as the Order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Nancy W Gilliam
Clerk of Board

lv

I-205

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 3, 1975

WILLIAM T. MONAHAN
Acting City Engineer
Department of Public Works
400 S.W. Sixth Avenue
Portland, OR 97204

Subject: I-205 storm sewer

Based on the capacity requirements for the I-205 Freeway, a Multnomah County request to provide an additional capacity of 540 cu.ft. per second during peak flow, and the City of Portland's request to add 100 cfs during peak flow, the storm sewer has been designed for a capacity of 925 cfs at a cost of $11,000,000 based on 1972 costs. Agreements have been based on the above utilization of the facility with the County contributing $2,500,000, and the City $500,000 towards the total cost.

The five connections now proposed by the City, including a 72" sewer with a capacity of 350 cfs at Yamhill, a 24" sewer with a capacity of 30 cfs at Burnside, a 54" sewer with a capacity of 125 cfs at Halsey, a 96" sewer with a capacity of 425 cfs at Broadway, and an 84" sewer with a capacity of 360 cfs at Prescott, total a combined simultaneous capacity of 1285 cfs, compared to the original agreement to provide 100 cfs capacity.

Correspondence of September 11, 1974, indicated that you planned to use storm runoff storage basin, flow control devices and telemetrics to achieve a high degree control of your storm system. If we are to pursue connections as proposed, it would be necessary to review your total storm sewer system design. If you are to pursue these types of controls, the necessity for the size of connections to I-205 facility are questionable.

At this time, it appears a redesign of the I-205 sewer to provide the capacities dictated by the connections requested by the City of Portland seem required. If this is actually a component of the storm sewer system for the City, and required, a revision of the agreement will have to be initiated, as well as a realignment of the costs to increase by nearly 100% the size of the I-205 sewer, with a major additional cost to the City.

Assuming that the City may not require the 1285 cfs capacity based on a quick review that with a maximum size sewer connection of 36" storm water flows would be two to three times the 100 cfs flow permitted according to earlier agreement during peak flow periods, a reasonable approach closer to the original agreement.

I suggest an early discussion between the City and Highway Division staffs, when the City is prepared to discuss the subject further.

Robert Bothman

R. N. BOTHMAN
Metropolitan Engineer

REFERRED TO
Beard Reed
W.E.C. [✓ Cole] Semple
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGIN

ebg

cc: J. H. Versteeg
E. L. Hardt

1 Versteeg
2 A. Olson
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841-2

I-205 JOINT STORM SEWER

FACILITY	ANTIC. COST
* T 11 Line (Replaced M 11.0) (1972)	$650,000
T 16 Line (Pipe Size Differential 1972)	9,000
P.S. #6 $31,250 Master Plan x 1.7 ** (1965) (1972)	531,125
Recharge Basin Area #3 $227,000 Master Plan x 1.7 ** (1965) (1972)	385,900
P.S. #6 Pressure Line (1972)	103,750
T-1 Line (1972)	189,000
TOTAL:	$1,868,775

* M 11.0 Line incl. in Master Plan replaced by T-11 (extended) due to I-205 Location.

M 11.0 Line	193,500 x 1.7 (1964) (1972)	=	$328,950
PS #7	31,250 x 1.7 (1964) (1972)	=	53,125
Recharge Basin	57,000 x 1.7 (1964) (1972)	=	96,900
			$478,975

** E.N.R. Constr. Cost Index 1965 of 1000 to 1972 of 1700.

Estimated Cost to County by State ----------------------	$3,706,005
Estimated Cost by County to develop the 1965 Storm Sewer Master Plan for the same area as the joint sewer would drain ------------------------------------	$1,870,000
Estimated Yearly Operation & Maintenance Cost for the County to operate pumping stations and recharge basin as planned in the Master Plan is $31,500/Yr. Cost for 20 Years ------------------------------------	$ 630,000
TOTAL COST:	$2,500,000

(Cost Estimate corrected to 1972 ENR Constr. Cost Index of 1700 from 1965 of 1000)

Salem, Oregon
March 26, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

City of Portland
Sewer Connections
I-205 Sewer

R. N. Bothman
Metropolitan Engineer

The City of Portland's proposal to install five sewer connections to the I-205 sewer with a potential capacity of 12.85 times the 100 cfs peak hour flow agreed to seems excessive. This suggests that alternates should be considered. Two possibilities are:

1. If they can fund sewers in the size of 96", 84" and 72", money does not appear to be a problem. If that is the case, the I-205 sewer should be redesigned with the City picking up a considerable larger share of the costs.

2. If City funds are not available, it would appear, based on quick review, that the maximum size sewer connection be restricted to 36". Five 36" sewers would allow storm water flows of two or three times the 100 cfs flows permitted according to the agreement during peak periods. This limiting of size seems like a reasonable approach more in line with the intent of our agreement with the City of Portland.

JHV:jh
cc: E. L. Hardt
W. H. Tebeau
R. L. Lenz

Versteeg ✓
A. Olson [illegible]
2 Terpin T
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BY FINAL DESIGN ENGINEER

Salem, Oregon
March 25, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

City of Portland Connections
to I-205 Storm Sewer

R. N. Bothman
Metropolitan Engineer

The planned I-205 storm sewer will have a capacity of 925 cubic feet a second and is estimated to cost 11 million dollars based on 1972 prices. Multnomah County is contributing $2,500,000 towards the cost of the sewer and will add 540 cubic feet a second during the peak flows. The City of Portland has requested a 100 cfs capacity during peak flows and will contribute $500,000 towards the cost of the 11 million dollar sewer system.

The City-State agreement under Item 2 calls for the State to provide connections to the sewer system for approved pipe sizes at locations determined by the City. In Item 3 the City shall be permitted to utilize the system during off peak periods. The volume of water introduced into the system and the method shall have the approval of the Regional Engineer for the State Highway Division.

The City of Portland proposes sewer connections at the following five locations.

1. Yamhill Sewer - A 72" sewer with a capacity of 350 cfs.
2. Burnside Sewer - A 24" sewer with a capacity of 30 cfs.
3. Halsey Tunnel Connection - A 54" sewer with a capacity of 125 cfs.
4. Broadway at Hancock Street - A 96" sewer with a capacity of 425 cfs.
5. Prescott Sewer at Sandy - A 84" sewer with a capacity of 360 cfs.

The five sewers proposed by the City of Portland have a combined simultaneous capacity of 1,285 cfs. This is approximately 3.3 times the available capcity (925 cfs minus 540 cfs Multnomah County share) of the main sewer. This comparison does not take into account time of concentration and the many other facets of sewer design but does point out the apparent over-design of their storm system.

Versteeg
I A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

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In the City of Portland's letter of September 11, 1974, they stated they would use storm runoff storage basins, flow control devices and telematrics to achieve a high degree of control of their storm system. The City of Portland should be requested to submit their proposed total storm sewer system design for review.

Until we have had an opportunity to review the total storm system and be assured that there are adequate controls, sewer connections to the proposed I-205 storm sewer cannot be approved.

Attached is a copy of Mr. Monahan's letter of March 13, 1975, on the subject.

JHV:jh
cc: E. L. Hardt
W. H. Tebeau
R. L. Lenz

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

March 13, 1975

Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

ATTN: Mr. Paul Hailey

Gentlemen:

Enclosed are the design requirements for the City of Portland Broadway and Prescott connections to the I-205 storm sewer.

Included in the design details for the Broadway connection are the location, size, slope and sewer invert elevations for the required stubout on the O.S.H.D. manhole in the vicinity of N.E. Hancock Avenue. (see attached plan)

The design details for the Prescott connection are the location, size, slope and invert elevation of the proposed City sewer near the intersection of the westerly right-of-way line of the I-205 Freeway and Sandy Boulevard. Please provide use with a stubout on the closest manhole that can serve our 84" pipe at a minimum slope of 0.32%.

If there is a major change in the design of the I-205 storm sewer, particularly in the flow line elevation, please notify Mr. Carl Jensen at 248-4189 as this may affect the location and elevation of our connections.

Very truly yours,

William T. Monahan
WILLIAM T. MONAHAN
Acting City Engineer

WJB:vo

Enc.

1 Versteeg
2 A. Olson ale
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 19 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up / /
Other

8262

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ROW 18-2

INTER-OFFICE CORRESPONDENCE

December 16, 1974

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Project Management

B U I L D I N G

SUBJECT: Pipeline Crossing Agreement
S. Banfield Intch.-SE Yamhill
St. Sec. (Storm Sewer)
East Portland Freeway
Multnomah County

RAILROAD COMPANIES
FILE No. 771

The State's original, fully executed counterpart of the above agreement has been handed to Velda DeGuire in the Right of Way Section for processing, after which it will be forwarded to your office for your permanent records. Distribution of conformed copies has been made as indicated below.

The Bridge and Construction Sections will be required to adhere to Sections 2, 3, 5, 6, 8 and 10 of the Agreement pertaining to the construction of the pipeline structure. The Maintenance Section will be required to adhere to Sections 2 and 11 of the Agreement.

The Accounting Section will ultimately be required to audit and pay the bill for any work performed by the Railroad in conjunction with the construction of the storm sewer. This work will require railroad protection inspection by Union Pacific and other incidental work as they deem necessary. The Construction Division will be required to approve any bill submitted by the Union Pacific Railroad for reimbursement by the State Highway Division, before the Accounting Section performs its audits. The Accounting Section will also be required to acquire and maintain insurance in favor of the Union Pacific Railroad as required in Section 10 of the Agreement.

The Section Heads should review this Agreement and acquaint themselves with the responsibilities their Section must bear in fulfilling this Agreement.

JEC:jrk

RECEIVED
DEC 17 1974

cc: H. S. Coulter
C. T. Keasey w/att.
D. H. Moehring "
W. J. Hart "
V. E. Skoog "
J. B. Boyd w/original
D. E. Swan w/4 att.
J. L. Sollis w/att.
R. N. Bothman w/2 att.
NOTE: Please furnish one copy to Resident Engineer to be forwarded to District Engineer when project is completed.
Jack Hesla w/att.

T 205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 15, 1974

W. E. Cole

FROM: W. E. Cole
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: S. Banfield Int.-S.E. Yamhill St.
East Portland Freeway
Multnomah County
(Storm Sewer Tunnel)

A design review was held in the Metropolitan Region Office on the subject project.

In attendance were:

Clifford Christianson	FHWA
John Howard	Metro
Jerry Street	Metro
Marion Craft	Metro
Roger Kuchinka	Metro
Wally Hibbard	Metro
Jack Hesla	Metro
Jim McClure	Region I
Al Harwood	Construction
Tom Artherton	Bridge
John Day	Road Design
Bill Cole	Road Design
Bob Whitby	Road Design

REMARKS:

1. The sewer tunnel will be sealed at each end as well as the 60 inch stub (future City connection) and since this tunnel will not be in use for several years it was decided to vent the manhole at the upper end of the system (Sta. 359+70.09) with a six inch stand pipe to insure ventilation for periodic inspection after construction. The Bridge Section will detail this.

2. The eight inch culvert pipe at the lower end of the tunnel will take care of any moisture that might be caused by sweating. It was decided to screen the outfall end of this drain to keep small rodents or animals out of the tunnel.

3. Don Harwell will check out the agreement between City, County and State to see if any funds will have to be deposited by the City of Portland for this portion of the storm sewer.

4. The access manhold at the lower end of the tunnel (Sta. 296+72.50) was discussed. The manhole cover plate is estimated to weigh 400 pounds ± and it was questioned whether this was adequate to prevent vandals from entering the sealed tunnel at this point. Tom Artherton with the Bridge Section will check this out. One solution would be to design a bolt-down cover plate.

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

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NOV 18 1974
ROAD DESIGN

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

5. Bridge Section will check out a suggested comparison of the 1/4" checkered plate, as proposed for the landing platforms in the access manholes, with an open mesh design. The surface texture and lighting qualities through the open mesh was felt to be a better design for safety reasons.

6. Specifications: Page 14 - Class 1 finish will be changed to read "pointing and patching".

WEC:we
cc: To All Participants
Don Harwell

8462 15

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 21, 1974

FROM: J H Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Construction Schedule I-205

TO: E. S. Hunter
Assistant State Highway Engineer

Plans and specifications for the I-205 South Banfield-S. E. Yamhill Street Sewer (4-1/2 million dollars) and the S. E. Bush-S. E. Foster Road Grading Project (3 million dollars) are nearing completion. As soon as the EIS on I-205 has been cleared these two projects will be advertised.

So far as the contract schedule to complete I-205, neither of these projects needs to be started before 1977. The Bush-Foster Grading Project will be highly visible and could generate a substantial amount of public comment as this section of I-205 will not be open to traffic until 1979 or 1980. The proposed sewer section will not be as visible but would still represent a sizeable investment that would not need be made for two or possibly three years.

Because of the need for railroad agreements, PUC permits, and additional bridge designs we do not have any other I-205 projects that could be brought forward for contracting at this time. The best we could hope for with these constraints would be some additional I-205 projects in early 1976.

It appears that we have two alternates. We can go ahead with the sewer and grading project at this time or delay contract lettings on I-205 until 1976. Whichever alternate is decided upon it will not have any significant bearing on the final completion of the I-205 freeway.

10-28-74

Hal
Be prepared to let
these (2) projects as soon
as the EIS is approved.

ESH
cc Klaboe

JHV:jh

RECEIVED
OCT 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

10-28-74
ORIGINAL TO
Hal Versteeg

8-62

15

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 8, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J H Versteeg

SUBJECT I-205 Sewer Contract

Recent program efforts with L. W. Rulien indicates funds for I-205 will be short. Our scheduling emphasis has been to construct from Foster Road northerly to the Banfield to provide connections to 80N, construct usable sections of freeway and provide local access from Division Street, Mall 205 and in the Gateway area.

Based on a developing six year funding program our I-205 construction scheduling concept needs to be changed. It will be necessary to fund the construction of the Columbia River-I-205 structure at a cost of 111 million dollars during the next six year period. To provide access to the bridge we should construct the Morris to Marine Drive Section and the North Banfield Interchange Section of I-205. There will be little or no FAI funds in the 1977, 78 and 79 years for the construction of other sections of I-205.

This change in emphasis makes construction of the I-205 sewer, Salmon to Halsey Structure Section, a questionable investment. It would appear need for the sewer to be at least four years away unless additional FAI funds can be anticipated.

JHV:jh

NOTED
E. S. HUNTER

RECEIVED
OCT 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 9, 1974

FROM: Jerald E. Backstrand
Supervising Design Engineer

SUBJECT: I205 Storm Sewer Tunnel
Bridge Number 9555

TO: J. H. Versteeg
Road Design Engineer

Regarding the use of the "jacking method" of placing sewer pipe for the I205 storm sewer tunnel, this is a possibility and the information necessary to include this as an option in the special provisions is attached. We hope to get further information and typical specifications soon from the Michigan Department of State Highways.

Clarence Swenson, Frank Hall and myself visited Seattle in October, 1972, with the express purpose of gathering information on tunneling methods. Those contacted at that time indicated the "jacking method" is not one they would consider. (See attached "Memo to Files" 10-6-72.)

JEB/db

Attach.

1

2

RECEIVED
OCT 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 9, 1974

FILE:

FROM:

SUBJECT:
Storm Sewer Design Review
South Banfield Intchge-SE Yamhill Street
East Portland Freeway
Multnomah County

TO: MEMO TO FILES

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At the request of J.H. Versteeg, Road Design Engineer, the Hydraulics Unit has conducted a cursory review of the design criteria and calculations for the subject storm sewer.

Contributions to the system from Multnomah County and the location of the connections to the freeway system were outlined in correspondence received previously from the county. Their runoff contribution was based on future proposed storm sewer design and will not be experienced for some years to come. Runoff from their system would have to be limited to no more than the agreed amount at each location to prevent overloading the freeway system. Restricting the flow can be accomplished in various ways, such as retention basins and drainage ditches, restricting orifices within the sewer lines, et cetera.

Contributions from the City of Portland are limited to a maximum of 100 cfs at peak flow time and may enter the system at any one of or a combination of three different locations.

Calculations for the freeway drainage included runoff from not only the freeway right of way but also that from an approximate 1000-foot-wide corridor through which the freeway passes. The runoff coefficients used in the freeway calculations were based on drainage experience developed from runoff observations along the Banfield Freeway and on drill logs taken along the route of the subject freeway. Runoff coefficients for the county system and the city system were their own and were accepted at face value.

The overall design was found to be satisfactory by the Hydraulics Unit.

Richard L. Lenz
Hydraulics Engineer

RLL:jp
cc V.D. Wolfe
J.H. Versteeg
R.N. Bothman

2-162

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: ENV 2-1

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 24, 1974

FROM: Priscilla Harney
Water Quality Specialist

SUBJECT: Permits Relating to Storm Sewer Installation, on the I-205 Project in Particular

TO: Gary Potter, Manager
Environmental Section

I spoke to Roy Schram in the Permits Section of the Portland District, U. S. Army Corps of Engineers today about legal requirements relating to storm sewer installation. He stated that a permit from the Corps of Engineers is required when any structure will be placed in navigable waters. While the Department of Environmental Quality regulates effluent emanating from storm sewers, the Corps of Engineers regulates installation of the structure itself, insofar as it extends into navigable waters. In the case of I-205, while DEQ has evidently already approved the proposed effluent which will be flowing out of the storm sewer pipe, a permit from the Corps of Engineers will also be required in order to install the effluent pipe itself into the Columbia River.

PH:cb

cc: Newt Andrus
George Ramjoue ✓
A. D. Olson ✓

apparently clear on effluent discharge. ADO.

1 Versteeg ✓
2 A. Olson ADO
Turpin
Scott
Swanson
R. Olson
Trout

RECEIVED

ROAD

8262

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 18, 1974

RECEIVED
SEP 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Union Pacific Railroad Co.
Real Estate Dept.
P. O. Box 4265
Portland, OR 97208

Attn: L. T. Monaco

Pipeline Permit
S. Banfield Intch.-SE Yamhill St.
Sec. (Storm Sewer)
E. Portland Freeway
Multnomah County
UPRR File: State of Oregon-
Montavilla-Portland

Dear Sir:

The Pipeline Permit which you sent me on July 19, 1974, covering our request for permission to install a 102" monolithic storm sewer under the Union Pacific tracks and across the right of way of UP at RR MP 6.15 on the mainline near Montavilla (Portland) Oregon, has been reviewed by our Legal Counsel and our Administration. There are some objections to the provisions of this agreement as listed below:

Page 1, Section 1, Subparagraph B; Page 3, Sub-Section B; and Page 5, Section 9. It is felt that wording should be ammended to include adequate notice to the State of any foreseen operations by the Union Pacific Railroad. This would provide the State with adequate time to make provisions for any damage which may be sustained to the proposed pipeline by the Railroad's operation. It is not felt that this request for notice of operations by the Railroad is unreasonable.

On Page 1, Section 1, Subparagraph B and Page 5, Section 9, the agreement as now written, requires the State to release the Railroad from all liability for damages. This would include the release of damages by the Railroad due to the Railroad's negligence. It is not felt that the release of negligence on the part of the Railroad can not be accepted. It would be appreciated if this would be reworded to release the Railroad from any liability from damages due to normal operations or for any operations the State had been previously notified, but still should require the Railroad to compensate the State for any damage due to the negligence of the Railroad.

On Page 7, Section 10, Subparagraph E, is a requirement for additional insurance in the amount of $1,000,000 and has a very specific language as to what type of insurance should be secured. As you may be aware, the State of Oregon maintains a General Liability Policy totaling somewhere in excess of $10,000,000. We have an executed agreement with Union Pacific giving the State the right to do certain exploratory foundation drillings on the UP right of way in this general area. The permit required us to furnish a similar type of policy to Union Pacific for your protection. With the consent of your Legal Department, we were allowed to substitute the State's General Public Liability Policy as evidence of insurance and including the Union Pacific Railroad as an added insured on this policy. It is requested that we be allowed to furnish the same type of protection to Union Pacific under the terms of this Pipeline Agreement.

On Page 4, Section 5, involving the pipeline being subordinate to the requirements of License 4 under Option A, it is stated that "at once upon the request of licensor remove, alter or change......" it is felt that the word "remove" should be deleted from the agreement. In order for the pipeline to be removed it would have to be a complete termination of the agreement and this would seem to give the Railroad the sole right to require the removal of the pipeline at any time, by simply saying it is in their way for alteration of their trackage. I believe you can see that this is a provision that is not in the best interest of the State. Also it is not in agreement of Option 2 under this section which grants the licensor the right to conform its existing or proposed additional facilities to the pipeline. The alternatives under Section 5, as written would, if the Railroad required the removal of the pipeline, force the State to go to Alternate 2 which does not give the Railroad the right to remove the line at State expense.

Please review the foregoing comments and determine if the requests of revisions in the agreement can be performed by Union Pacific. I will retain the duplicate original counterparts of the agreement until such time as I receive your reply. If there is any further discussion you wish to have over the points I have raised regarding this agreement, please feel free to contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

cc: UPRR-Portland
Attn: R. S. Orr

bc: E. S. Hunter
J. L. Sollis
J. B. Boyd

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On Page 4, Section 5, involving the pipeline being subordinate to the requirements of License 4 under Option A, it is stated that "at once upon the request of licensor remove, alter or change......" it is felt that the word "remove" should be deleted from the agreement. In order for the pipeline to be removed it would have to be a complete termination of the agreement and this would seem to give the Railroad the sole right to require the removal of the pipeline at any time, by simply saying it is in their way for alteration of their trackage. I believe you can see that this is a provision that is not in the best interest of the State. Also it is not in agreement of Option 2 under this section which grants the licensor the right to conform its existing or proposed additional facilities to the pipeline. The alternatives under Section 5, as written would, if the Railroad required the removal of the pipeline, force the State to go to Alternate 2 which does not give the Railroad the right to remove the line at State expense.

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Yours truly,

J. E. Chidsey

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

cc: UPRR-Portland
Attn: R. S. Orr

bc: E. S. Hunter
J. L. Sollis
J. B. Boyd

2662

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 9, 1974

FROM: Jerald E. Backstrand
Supervising Design Engineer

SUBJECT: I205 Storm Sewer Tunnel
Bridge Number 9555

TO: J. H. Versteeg
Road Design Engineer

Regarding the use of the "jacking method" of placing sewer pipe for the I205 storm sewer tunnel, this is a possibility and the information necessary to include this as an option in the special provisions is attached. We hope to get further information and typical specifications soon from the Michigan Department of State Highways.

Clarence Swenson, Frank Hall and myself visited Seattle in October, 1972, with the express purpose of gathering information on tunneling methods. Those contacted at that time indicated the "jacking method" is not one they would consider. (See attached "Memo to Files" 10-6-72.)

JEB/db

Attach.

REFERRED TO

W.E.C. [✓ Cole] Reed
Eriksen Sample
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 ✓
2 +
3 [illegible]

CGS

10/4/72

Memo To Files

On 10/3/72 Frank Hill, Jerry Backstrand and myself traveled to Bellevue Wn.
On 10/4/72 we met with and discussed design and specifications for tunnel sections relating to the I-205 sewer tunnel with the following:

Frank Coluccio - Frank Coluccio Const. Co Inc.
Doug Scheumann - Construction - Pacific Co.
Jeb Connors - Engr. - Seattle Metro.

Coluccio said forget option on jacking but permit option of precast or cast in place liner - he also said to leave details re temp. support to contractor (ie rings and lagging; liner plates, etc.)
Est. cost $600/ft

Scheumman - Agreed on jacking option - said jacking would not figure - he gave us some plans and specs for tunnel projects that they have constructed for Seattle Metro; Questioned advisability of manholes - no manholes in Seattle sewer tunnels, access only at portals
Est. cost for tunnel $400 - $500/ft.
Sheumann suggested deleting drain at bottom

- Ted Conners - Seattle Metro Engr - He also questioned wisdom of spending money for manholes - he gave us plans and spec for project just completed near Bothell

Form 81-734-3136

Oregon State Highway Division
BRIDGE DESIGN UNIT

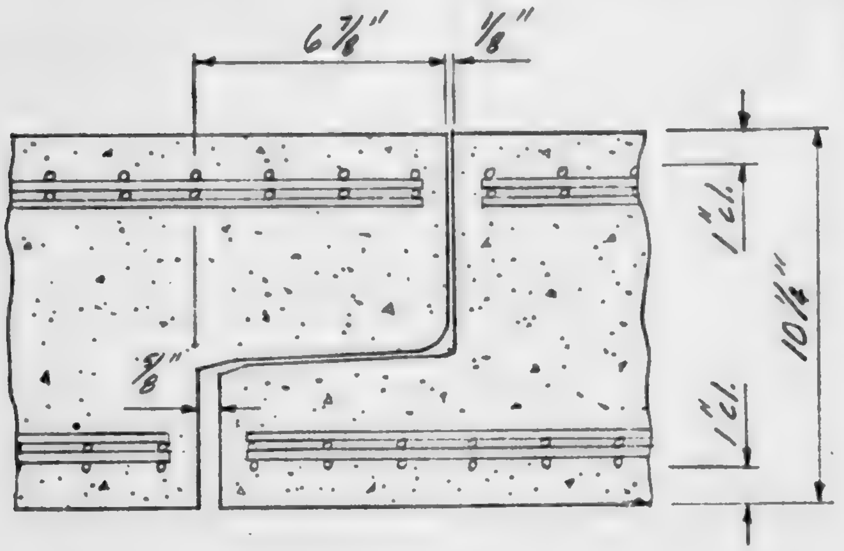
Sheet ....

Bridge E. Portland Fwy Storm Sewer County ....

Calculations by TEA Date Sep. 9, 1974 Bridge No. 13573

SP*67746-734

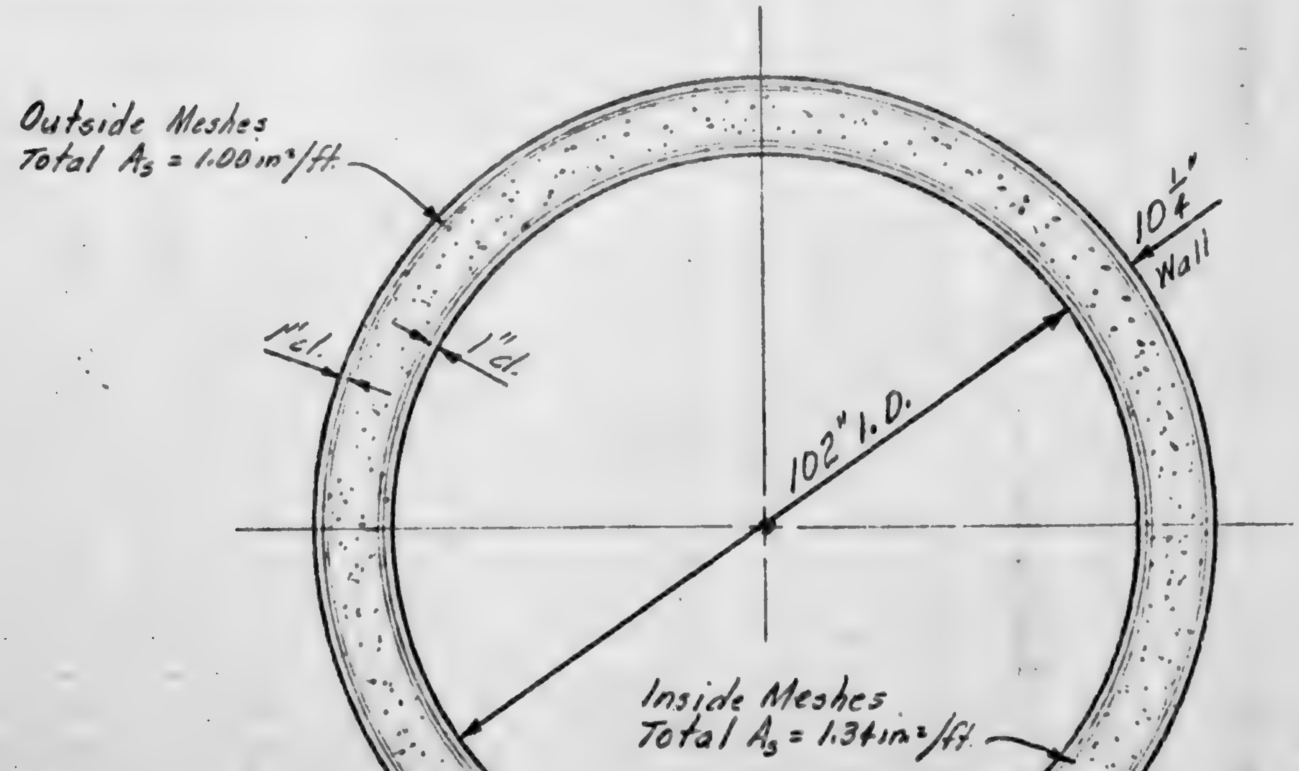
ALTERNATE STORM SEWER LINING
ASTM C-76 CLASS 5 PRECAST REINFORCED CONCRETE PIPE


6 7/8"
1/8"
1/8"
1" cl.
1" cl.
10 1/4"

WALL SECTION AT JOINT

NOTES:

1. Reinforcing steel to be mesh as per A.S.T.M. A185-73.
2. Concrete is Class 6000-1
3. Spacing of all circumferential reinforcing steel to be 2".
4. Length of precast segments to be 8'-0".
5. Void between bore and outside of pipe to be pressure grouted after jacking is completed.


Outside Meshes
Total A_s = 1.00 in²/ft.
10 1/4" Wall
1" cl.
1" cl.
102" I.D.
Inside Meshes
Total A_s = 1.34 in²/ft.

I-205

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 9, 1974

FILE:

FROM:

TO: MEMO TO FILES

1
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2
4

SUBJECT:
Storm Sewer Design Review
South Banfield Intchge-SE Yamhill Street
East Portland Freeway
Multnomah County

At the request of J.H. Versteeg, Road Design Engineer, the Hydraulics Unit has conducted a cursory review of the design criteria and calculations for the subject storm sewer.

Contributions to the system from Multnomah County and the location of the connections to the freeway system were outlined in correspondence received previously from the county. Their runoff contribution was based on future proposed storm sewer design and will not be experienced for some years to come. Runoff from their system would have to be limited to no more than the agreed amount at each location to prevent overloading the freeway system. Restricting the flow can be accomplished in various ways, such as retention basins and drainage ditches, restricting orifices within the sewer lines, et cetera.

Contributions from the City of Portland are limited to a maximum of 100 cfs at peak flow time and may enter the system at any one of or a combination of three different locations.

Calculations for the freeway drainage included runoff from not only the freeway right of way but also that from an approximate 1000-foot-wide corridor through which the freeway passes. The runoff coefficients used in the freeway calculations were based on drainage experience developed from runoff observations along the Banfield Freeway and on drill logs taken along the route of the subject freeway. Runoff coefficients for the county system and the city system were their own and were accepted at face value.

The overall design was found to be satisfactory by the Hydraulics Unit.

Richard L. Lenz
Hydraulics Engineer

RLL:jp
cc V.D. Wolfe
J.H. Versteeg
R.N. Bothman

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

September 6, 1974

Mr. J. E. Chidsey
Utilities Engineer
State Highway Building
Salem, OR 97310

RE: Pipeline Crossing Agreement
Storm Sewer Pipeline
East Portland Freeway - MP 6.15
(Montavilla) Multnomah County Oregon
Union Pacific Railroad

Dear Jim

Attached please find two copies of the subject agreement which I have approved as to form.

I would like to call your attention however to the following provisions in the contract which the front office may wish to think about.

On page 1, section 1, subparagraph (b) the agreement provides that the railroad can relocate its facilities and install pipelines, et cetera at anytime without liability to licensee (State) or any other party for compensation or damages while I don't think the railroad would be negligent in this respect it is a waiver by the State of any claims for damages in the event the pipeline is damaged by the railroad in repairing or rebuilding its facilities or doing anything in the area.

Include
liability for
negligent action
and adequate
notice of [illegible]
to defend
& [illegible]

On page 3, subsection (b) the paragraph does not provide for any notice to the State in the event the pipe falls into a state of disrepair but I would not anticipate this of being a problem as I am sure the State would be aware of any damage or need of repair to the pipe.

On page 5, section 9 the State releases the railroad from all liability for damages on account of injury to the pipeline from any cause what so ever which in affect means that if the railroad negligently damages the pipeline the State swallows the damage and fixes the pipeline.

Speak to.
Due notice
& negligence

On page 7, section 10, subparagraph (e) is a requirement for additional insurance in the amount of $1,000,000 and has some very specific language in it as to what type of insurance to be secured. It will be necessary to work through Bruce Hoffmeister in General Services to secure this insurance and a copy of this agreement should be sent to him if it is approved and he be asked to secure this insurance for the Highway Division.

In section 11 on page 7 the railroad has the option of removing a pipeline 90 days after termination of the agreement however the terms of the agreement provide that if the State keeps the pipe in good repair, there is no way that the railroad could terminate the agreement. On page 4, section 5 in the event the railroad wanted to shift its track around or make any other alterations of its facilities they could require the removal, change, location, alteration, or modification or the pipeline or have the State pay for the cost of moving their facilities around so that the pipeline could remain.

In conclusion the terms of the agreement while they may appear very strict I would not anticipate any particular problem because this track is located adjacent to the Banfield Freeway and a great many industries just the other side of it and I don't think the railroad has any ability to expand or modify its track to any degree. Highway right of way is one side and there is a bridge going over the top of it and a industry located just the other side of it so it would appear to me that we would not be in any real trouble if we were to sign the agreement. Or I would suggest that these particular terms be discussed with Mr. Boyd and possibly Mr. Hunter.

Sincerely yours

Jack L. Sollis
Assistant Attorney General

JLS:clh
Enclosure

8462

45

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 12, 1974

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-205-7(-)303
South Banfield Intch.-SE. Yamhill St.
East Portland Freeway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The proposed agreement with the Union Pacific Railroad Company submitted by Mr. Chidsey's July 22 letter is approved as to form.

C R Burghardt
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 13 '74
REFER TO
cy Chidsey
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

RECEIVED
AUG 13 1974
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

APRIL 22, 1974

File Ref.

D 315 - 2 - 130/Spcl.

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Sir:

Please refer to your letter of April 1st concerning preliminary plans for storm sewer tunnel at South Banfield Interchange of the E. Portland Freeway.

Herewith is one set of approved plans.

The permit covering this work will be prepared and transmitted to you in the near future.

Yours very truly,

L A Kirkeby

L. A. Kirkeby,
Superintendent

JBE

enc.

G.L. Green - FHWA
cc: E.S. Hunter
H.S. Coulter.
J.H Versteeg.
W.J Hart w/Approved Plans
J B. Boyd.
L.W Rulien
R.N. Bothman
Jack Heola

NOTED
J. E. CHIDSEY

RECEIVED
APR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

bc: E. S. Hunter
R. L. Schroeder
J. H. Versteeg
W. J. Hart
J. B. Boyd
R. N. Bothman
Jack Hesla

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 11, 1974

NOTED
E. S. HUNTER

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

R. S. Orr

Storm Sewer Tunnel
S. Banfield Interchange-
S. Yamhill St. Sec.
E. Portland Freeway
Multnomah County -

Dear Sir:

Enclosed for your review are two sets of plans for the proposed storm sewer project to be constructed on the S. Banfield Interchange-S. Yamhill Street Section of the East Portland Freeway in Multnomah County.

At the north end of the project in the area of the Banfield Interchange the proposed 102" storm sewer tunnel passes under the Union Pacific Railroad right of way. It will be necessary for the Union Pacific to grant to the State of Oregon, by and through its Department of Transportation, Highway Division, either a permanent easement or a pipe line permit so that this storm sewer tunnel may be constructed. It would be appreciated if you would commence the work necessary on your part to ultimately provide the State with the necessary document to allow us to construct this storm sewer tunnel. It is anticipated that bids for this project will be received by the Department of Transportation, Highway Division on September 26, 1974. Since this is a Federal Aid project we will need the necessary permission from Union Pacific about the middle of August so that the right of way for this project will be cleared at the time the advertisement for bids go out.

If there is any further information you require or any questions you have please do no hesitate to contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

RECEIVED
MAR 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JEC:jrk
Enc.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8462

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 3, 1974

Multnomah County
Department of Public Works
2115 S. E. Morrison Street
Portland, Oregon 97214

Attention Mr. Oliver J. Domreis
Director

NOTED
E. S. HUNTER

Dear Mr. Domreis:

This will acknowledge receipt of Multnomah County Warrant #114243 in the amount of $512,500 for participation in construction of a storm sewer system along the East Portland Freeway (I-205), per the State-County agreement dated October 31, 1972.

The initial work on this project is currently scheduled for contract at the September 26, 1974 bid opening.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor
Mainor C. Holmes
Office Engineer

MCH:ljt

bc: E. S. Hunter ✓
L. W. Rulien
V. E. Skoog

RECEIVED
MAY 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8-6-2 1

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 19, 1973

TO F. B. Klaboe Administrator and State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J H Versteeg

SUBJECT I-205 Joint Storm Sewer

Our 1972 agreement with Multnomah County on the I-205 Joint Storm Sewer fixes the cost to the county at $2.5 million. The 2,448 acres of land that the county proposes to drain is located easterly of I-205, between N.E. Freemont and S.E. Division and would contribute 542 cfs to the joint system. The balance of the trunk sewer costs estimated at $6 million would be borne by the State Highway Division. Storm drainage from the I-205 corridor would contribute 281 cfs to the joint sewer system.

This division of costs was arrived at by assuming that the State Highway Division would build a trunk sewer from near S.E. Division, north to the Columbia River. That it was the Highway Division's responsibility to design and pay for a sewer sized to drain a wide corridor (2,000 feet) extending from S.E. Division to Columbia Boulevard. That Multnomah County would pay only for the cost of enlarging the proposed trunk sewer to handle the additional 542 cfs that the county would add to the system.

If the state does not build the I-205 trunk sewer, Multnomah County would need to develop an alternate storm system at their sole expense. Based on our studies, an alternate similar to the I-205 trunk sewer would be needed to handle the projected 542 cfs and would cost Multnomah County at least $6 million. Based on this alternate, the advantage to Multnomah County to participate in a joint I-205 storm sewer would approach $3.5 million.

There may be alternate storm systems that would handle the 542 cfs run off from this 2,448 acres at less cost to the county than a trunk sewer at $6 million as proposed above. If there are less expensive alternates we should investigate the possibility of including the run off from I-205 into the alternate system.

RECEIVED
STATE HWY ENGR
OCT 22 '73
REFER TO
FOR
Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File

JHV:we

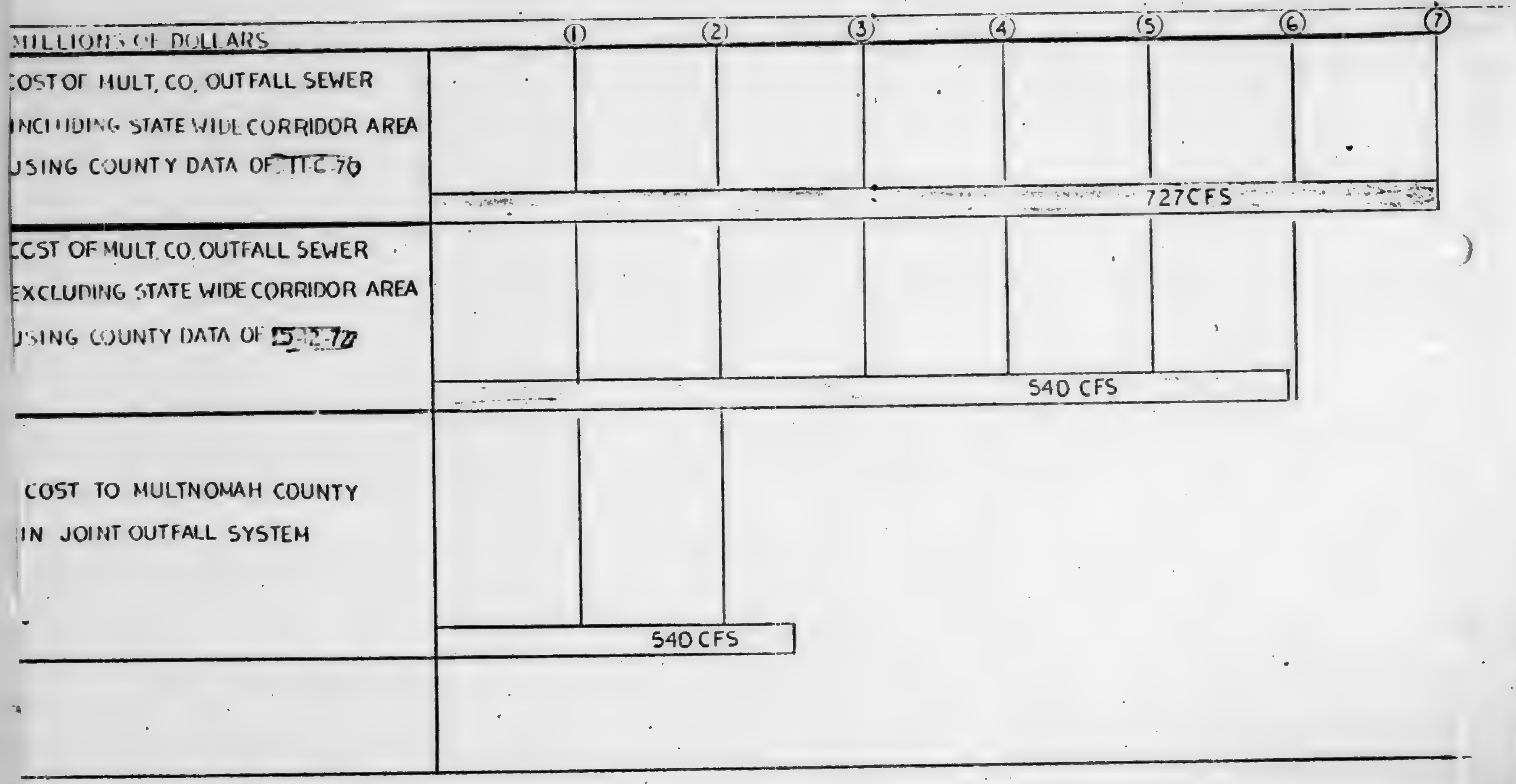
AE J
cy Keaton

cy to Baldwin
11-16-73

I-205 Storm Sewer

Main Storm Sewer 6-28-72

	Co. & State	State Only	County Cost
Sta. 360+80 - Sta. 297+00 Tunnel Section	$2,310,375	$1,848,065	$ 462,310
Sta. 297+00 - Sta. 200+00	1,436,700	1,058,200	378,500
Sta. 200+00 - Sta. 90+38 Pressure System Section	3,814,500	2,301,600	1,512,900
Subtotal Main Sewer	$7,561,575	$5,207,865	$2,353,710
"F" Sewer Sta. 419+80-Sta. 360+80	$ 400,200	$ 362,300	37,900
M & N Sewer Outfall Sta. 364+00	53,100	13,740	39,360
Sta. 349+00 Stark Street	13,000	7,200	5,800
Sta. 300+00 Banfield	10,000	—	10,000
"S" Sewer Sta. 292+70-Sta. 236+25	454,000	358,300	95,700
Sta. 217+60 Skidmore	4,225	—	4,225
Subtotal Additional County Cost for Enlarging State Sewer Runs - To bring County water to Main Storm Sewer	$ 934,525	$ 741,540	$ 192,985
TOTAL COST	$8,496,100	$5,949,405	$2,546,695



MULT. CO. OUTFALL STORM SEWER COST ESTIMATES

8 a 6 2

-13

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 6, 1973

TO L. H. Young
Office Engineer

FROM Gary A. Potter Gary A. Potter
Project Coordinator

SUBJECT PNRS 7306 4 090
Pressure Outfall Sewer
Columbia Boulevard Treatment Plant

The Environmental Section has reviewed the assessment and concurs in the statement as published.

We have also discussed the proposal with the Bridge Section who reports that no problems are anticipated (with particular reference to the proposed rail overcrossing of Swift Highway).

The Preliminary Design Section has also reviewed the report. A statement of their specific suggestions regarding future work is attached.

SJC/GAP:lj
cc: Walt Hart
Adrian Olson
D. R. Byard

RECEIVED
JUL 10 1973
OFFICE ENGINEERING SECTION

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 5, 1973

TO Donald R. Byard, Environmental Director
Attention: Stu Couper

FROM Donald N. Stoudenmeyer
Donald N. Stoudenmeyer, Preliminary Design Supervisor

SUBJECT
Environmental Assessment
Pressure Outfall Sewer
Columbia Blvd. Sewage Treatment Plant
Swift Highway
City of Portland, Multnomah County

The Environmental Assessment for the proposed outfall sewer parallel to the Swift Highway in the Rivergate area has been reviewed and we have no comment on the assessment.

It would be appropriate to comment that the Swift Highway (No. Portland Road) will presumably be widened in the future and the new sewer should be located with that in mind. I understand that the design has taken the highway traffic loading into account. It would also be desirable if it can be located so as to be under the future highway shoulder rather than under a future running lane.

The Burlington-Northern Railroad is planning a new spur to the west to serve the Rivergate area. This will pass over the Swift Highway a short distance south of Suttle Road. Their plans indicate awareness of this future sewer and it is hoped that if their construction precedes the sewer construction that arrangements will be made to do any additional work necessary to avoid future construction conflicts.

DNS:jh

STATE OF OREGON

INTEROFFICE MEMO

Lessard

RECEIVED
JUN 26 1973
[illegible] ENGINEERING SECTION

TO: Agency Addressed

DATE: June 21, 1973

FROM: State Clearinghouse
Local Government Relations Division

SUBJECT: City of Portland - Environmental Assessment for the Pressure Outfall Sewer, Columbia Boulevard Sewage Treatment Plant
PNRS #7306 4 090

Current EPA regulations require that prospective applicants prepare a preliminary Environmental Assessment, and hold public hearings to determine whether or not the proposed action will have a significant environmental impact and would thus require preparation of an Environmental Impact Statement in compliance with the National Environmental Policy Act, Section 102(2)(c).

The attached Assessment is presented for your information and comment, and your participation in the public hearing process is invited. (Notice of Intent on this proposal was reviewed and approved February 16, 1971. - PNRS #71.0025.)

PLEASE REPLY BY JUL 20 1973

Based upon the information in the Assessment, it is our opinion that the action:

☐ Is not likely to have a significant environmental impact, and we do not recommend the preparation of an Environmental Impact Statement.

☐ Is likely to have a significant environmental impact, and we do recommend preparation of an Environmental Impact Statement.

☐ We desire to participate in the public hearing. Please advise the undersigned of date, time, and place.

☐ Additional comment attached.

We have reviewed the assessment and concur in the statement as published.

Agency Oregon State Highway Division By R. D. [illegible]

81-123-3016

ENVIRONMENTAL ASSESSMENT
OF A
PRESSURE OUTFALL SEWER

APPLICANT: THE CITY OF PORTLAND, OREGON
DEPT. OF PUBLIC WORKS
ROOM 414, CITY HALL
PORTLAND, OREGON 97204

PROJECT NO.: C-410325

LOCATION: This proposed project is an outfall sewer from the Columbia Boulevard Treatment Plant that terminates in the Oregon Slough. The plant is located at 5001 North Columbia Boulevard. .

DESCRIPTION: The pressure outfall sewer is to parallel an existing gravity outfall line for approximately 7,200 feet from a pump house located on the Columbia Boulevard plant site and will terminate in an arm of the Columbia River known as the Oregon Slough. The line is to be 72" in diameter. The pressure outfall will be used only on a part-time basis and will only transport secondary sewage effluent. Use of the line will be governed by the occurrence of a high (flood) stage in the Columbia River, or by extreme runoff flows from the city in the sewer system, or a combination of these two conditions.

High river stage will be more likely to occur during the spring runoff period of May and June, while the occurrence of high system flows will be more likely during the winter storms from December through March. The extreme or these two conditions occurring simultaneously will be rare, however, the system has been designed for such a happening.

I. SYSTEM OPERATION

To better understand the system and its relationship to the various environmental factors in the following discussion, a detailed description of its working is in order.

The proposed pressure outfall is a supplemental outfall line. The existing outfall to the main channel of the Columbia River will remain in use, although structurally it will be modified. This modification will allow slight pressurization so that carrying capacity of the line may be increased. Together, the existing line and the new pressure outfall will be capable of carrying the 300 million gallons per day (mgd) maximum hydraulic flows which the treatment facilities have been designed to handle.

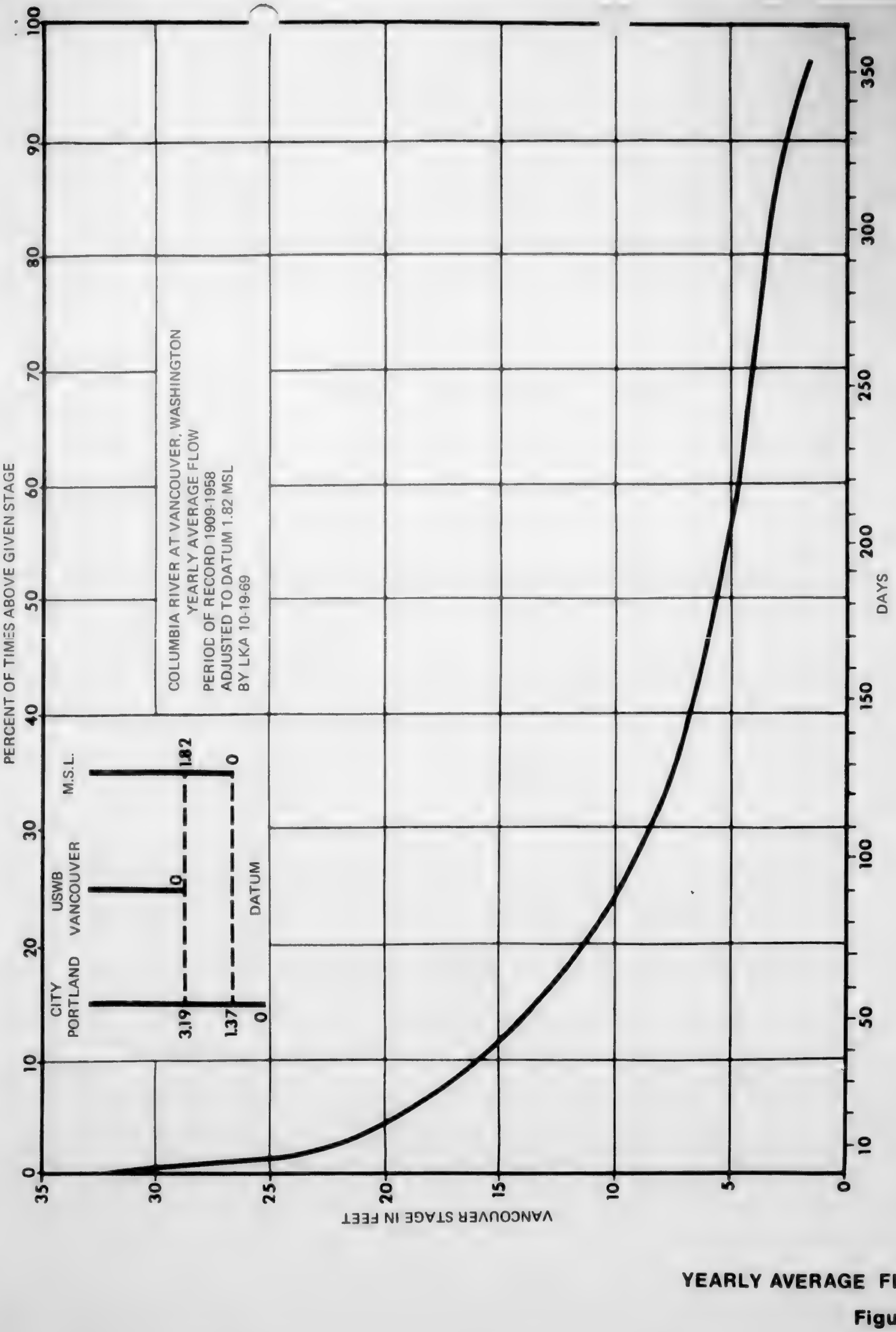
The overall system is variable. On the one hand, the treated effluent flows will vary from the present day average of about 70 mgd to the maximum anticipated of three times the design average flow or 300 mgd. Simultaneously, the other variable affecting the carrying capacity of the outfalls is river stage or the elevation of the water surface at the point of outfall. This varies with the flow in the river. The system proper has been designed to utilize all of the available energy from gravity and is capable of being changed to a pumped system when plant flows or river stage no longer allow the use of the gravity system.

Data has been provided by the U. S. Weather Bureau for the Columbia River gage located at Vancouver, Washington. Figure 1 summarizes this data in a rather useful form. The percent of time that an assumed river stage will be exceeded may be determined from this figure. For example, for 50% of the time during any one year, the river stage at Vancouver will exceed 5.5 feet (which is 8.7 feet Portland Datum) while only 10% of the time will a stage of 16.0 feet (19.2 feet Portland Datum) be exceeded. As will be explained later, this 16.0-foot stage is significant to the system's operation.

Calculations have been made of the carrying capacity of the existing outfall sewer, and it has been determined that the maximum gravity flow that can be handled through the plant and outfall will be 130 mgd. In order to do this, the river stage must be below 16 feet. Due to the elevation of this outfall line, its relationship to the secondary components and the inherent hydraulic limitations, this is a maximum figure and it cannot be improved by lowering the river stage. However, as can be seen, all plant effluents below the rate of 130 mgd will flow to the main channel of the Columbia River by gravity when the stage is at 16.0 feet or less.

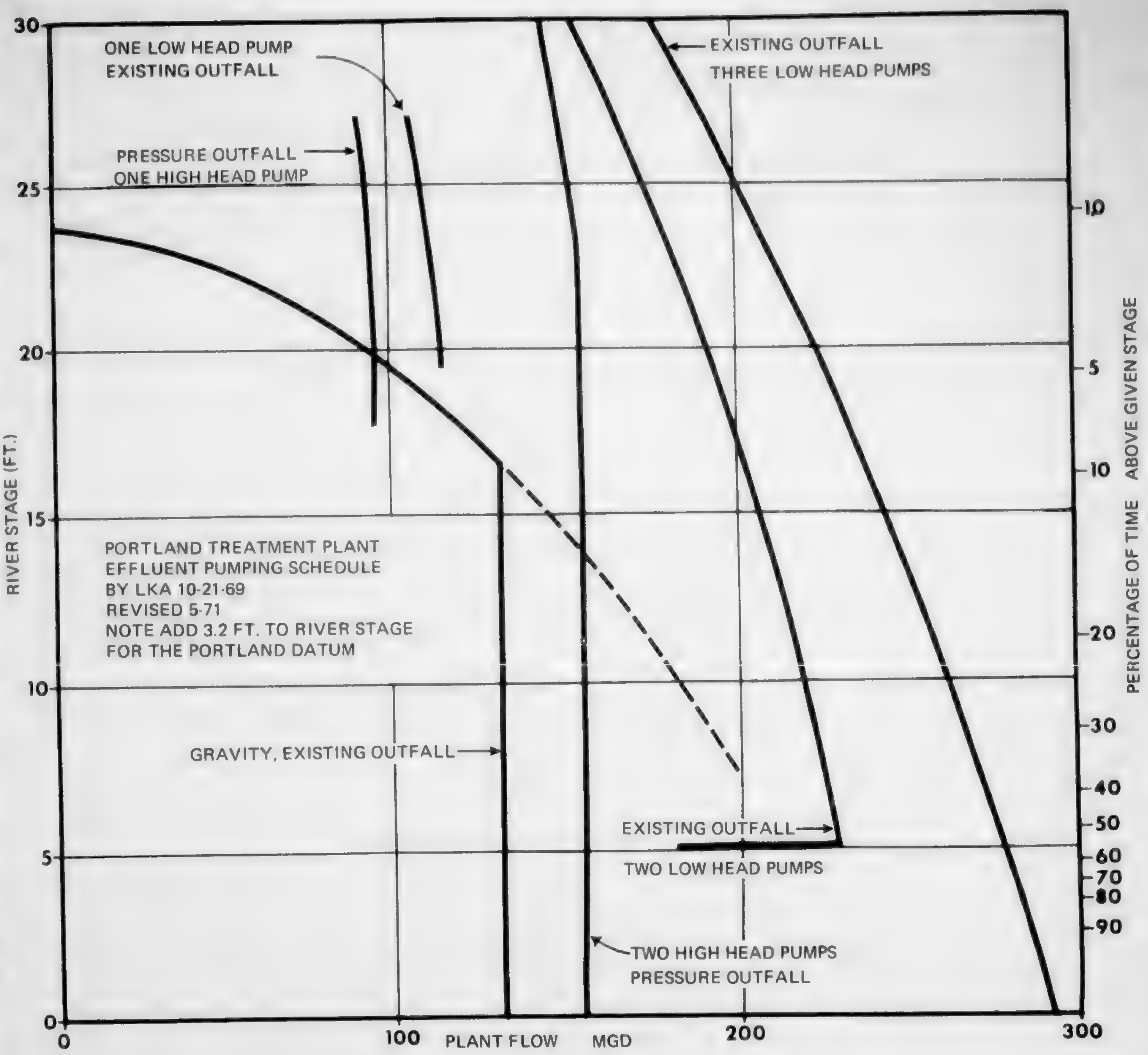
Under the circumstance of plant flows greater than 130 mgd or river stage exceeding about 16.0 feet, the pumps must be started.

Presently under construction as a part of the secondary treatment plant is an effluent pumping station. This station is so constructed that it can handle the gravity flows as well as being capable of pumping the extreme system flows against the river flood stage of 29.0 feet (32.2 feet Portland Datum). Two high-head pumps, rated at 50,000 gallons per minute each, are to be connected to the proposed pressure outfall line, the new line. The two units pump from a wet well that is so channeled that only fully treated secondary effluent may reach the wet well and subsequently be pumped to the Oregon Slough. Three low-head pumps, rated at 54,000 gallons per minute each, are connected to the existing outfall line. One of each of the low-head and high-head pumps is variable speed. At the point that gravity flow is no longer possible, the low-head pump section of the pumping station may gradually be phased into operation. Figure 2 is a chart showing the relationship of plant flow, river stage, and the use of the pumps in this pumping station. Note that at river stages below 16.0 feet effluent flows of less than 130 mgd will flow to the main channel of the Columbia by



YEARLY AVERAGE FLOW

Figure 1



EFFLUENT PUMPING SCHEDULE

Figure 2

gravity. At the other extreme of flood stage, 29.0 feet, four pumps will be operating. Two low-head pumps will discharge 155 mgd to the main channel while the two high-head pumps will be discharging 145 mgd to Oregon Slough. Note also, that this extreme condition statistically will occur much less than one percent of the time during any one year.

From the operational point of view, it is planned to use the high-head pumps only when the capacity of the low-head pumping system is exceeded. This means, for instance, that at a river stage of approximately 16.0 feet or less the three low-head pumps will be capable of serving a system flow of nearly 250 mgd before the high-head system will have to be activated. The operation of the pump station is not automated but a part of the day-to-day plant operation. Personnel will be on duty 24 hours per day in this pump station to oversee the maintenance and operation of this system.

As stated earlier, only fully treated secondary effluent will reach the high-head pump well. This is not the case with the low-head system. The secondary treatment system has been designed to handle a maximum hydraulic flow of 200 mgd so that under conditions of extreme system flow, that is a flow rate of 300 mgd, 100 mgd will receive primary treatment only. This primary effluent will flow to the low-head wet well where it will be mixed with secondary effluent prior to being pumped to the main river channel. Flap gates control the direction of flow from the secondary plant so that this effluent may get to the low-head wet well but at the same time will not allow the passage of primary plant effluent back into the high-head wet well.

All system flows up to 200 mgd will receive full secondary treatment. Only that portion of the system flow above that point will receive primary treatment only. All plant flows will be chlorinated in their respective outfall line. Contact time will be provided in this outfall and dosage will have to be varied to achieve the equivalent residual for the varying contact afforded in the outfall. Residual monitoring is provided.

II. LEGAL OR ADMINISTRATIVE REQUIREMENTS

The legal or administrative requirements for the proposed outfall sewer are found in the State Statutes and Administrative Rules, and the fact that the City of Portland is planning and building for the future. The City of Portland has, for several years, proceeded in an orderly manner with the planning, design and construction of expanded and upgraded sewage treatment facilities at its main plant, the Columbia Boulevard Sewage Treatment Plant. This has entailed the expansion, first, of the existing primary treatment portion and, more recently, the letting of a contract to construct full secondary facilities. At completion, which includes the pressure outfall, the plant will be capable of handling a design flow of 100 mgd, and a capacity to handle maximum hydraulic flows of 300 mgd. The design efficiency of the overall treatment system is for 90% removal of the biochemical oxygen demand (BOD). As authorized by Oregon Revised Statute 449.086, standards of quality have been adopted for all public waters in the state of Oregon. These standards were adopted June 1, 1967, as Oregon Administrative Rules (Chapter 340) 41-005 through

41-030 and are entitled "Standards of Quality for Public Waters of Oregon and Disposal Therein of Sewage and Industrial Wastes." More specifically, 41-050 entitled "Special Water Quality Standards for the Public Waters of the Main Stem of the Columbia River from the Eastern Oregon-Washington Border Westward to the Pacific Ocean" clearly delineates the instream standards that are to be achieved. All discharges will be individually controlled to meet these instream standards. A waste discharge permit, No. 1224, has been issued to the City by the Department of Environmental Quality. This permit and its conditions have been designed to cover the construction period, However, it does outline what is expected as a minimum for future treatment requirements. A photo copy of this permit is attached as Exhibit No. 1. Basically, this permit requires that a minimum overall efficiency of 85% BOD removal be provided, that flows of at least three times dry weather design be transported by all the system and that the treatment plant be capable of handling this quantity of flow and, finally, that effluent disinfection be provided. All of these basic conditions are designed in the system and the ability to handle the three times dry weather flow, or 300 mgd, will depend on the construction of this pressure outfall sewer.

III. PROBABLE IMPACT OF THE PROJECT ON THE ENVIRONMENT

LAND RESOURCES - It would seem that little effect upon the land resource will result from this proposed pressure outfall sewer. There are, however, several points of view to be considered: (1) the short-term effect of the initial construction, (2) the long-term effects on the aesthetic and land use values and (3) the so-called upstream effects or the result of providing increased treatment capacity for the City allowing growth to proceed on a city-wide basis. With the exception of seven special manholes, an air-vacuum relief valve and a sampling vault, all of this project will be buried or will utilize existing structures. Therefore, after the initial scar of construction, there will be little reason for the layman to be aware of the existence of this pressure outfall line. The route of construction for the most part will be existing railroad and highway rights-of-way parallel to the existing outfall. Therefore, the land use will not be altered by this project. It is proposed to utilize an existing 72-inch bypass structure as the terminus of the pressure outfall line. This bypass structure was a part of the original outfall line and terminates submerged about 40 feet from the south low-water shoreline in Oregon Slough. For the most part, the banks of the Oregon Slough near the outfall terminus are used for industrial purposes. Log handling in the slough proper, serving the land-based industries is a predominant use of the water. The exception to this, however, is the immediate area downstream from the outfall where two houseboat moorages are located. These two moorages are at present serving approximately 14 houseboats, or boat houses. It was learned that domestic wastes from these two moorages are collected, settled in septic tanks and the effluents are chlorinated prior to release to the waters of Oregon Slough. It does not seem that these present or long-term uses or aesthetic values will be altered or affected in any way by the construction of this pressure outfall line.

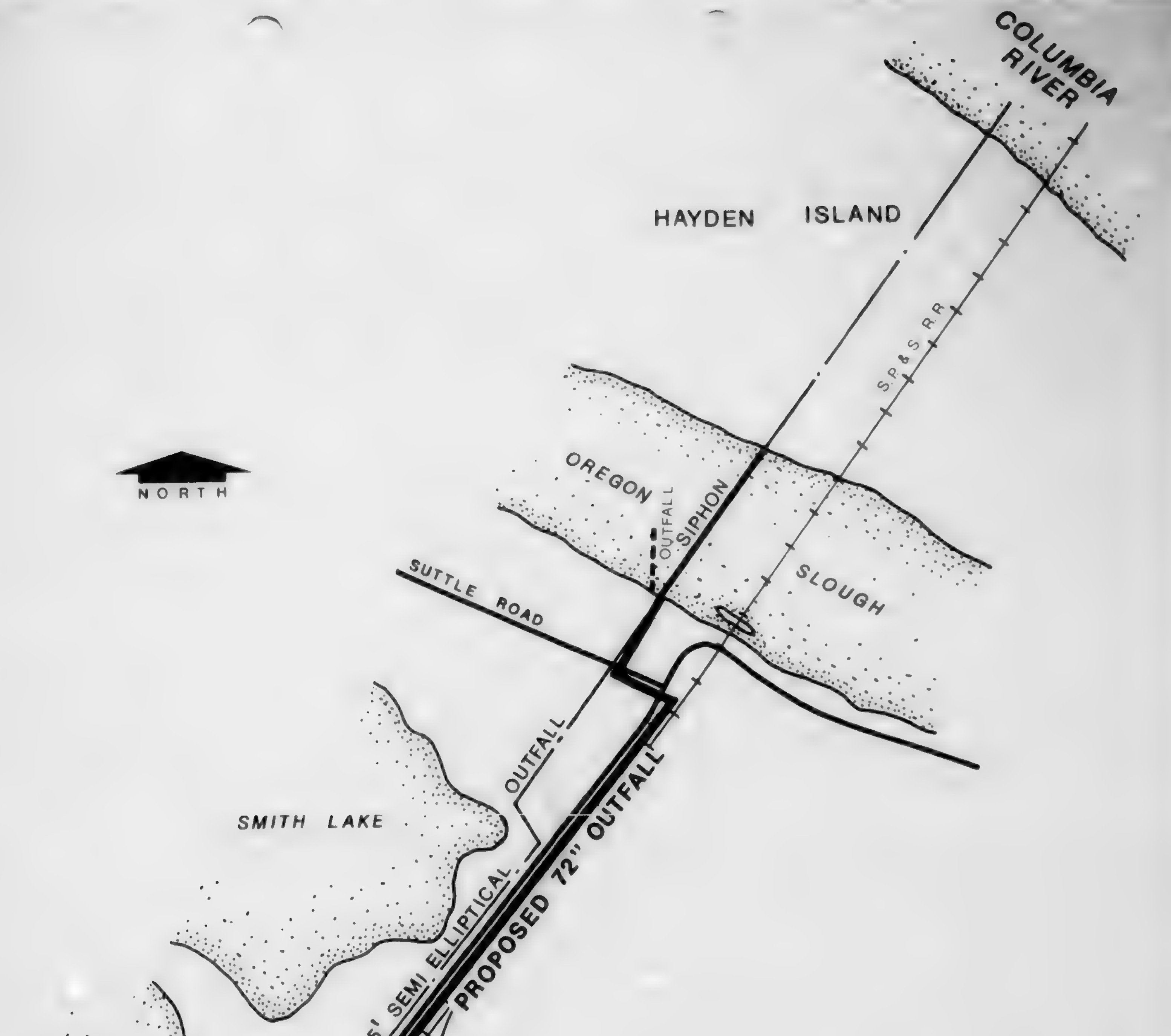
In considering the upstream effects it seems that the region as a whole will benefit from this project. The treatment facilities are presently under contract to expand and upgrade plant capacity. This outfall is required to balance the design. The City has been directed by discharge permit to collect three times dry weather design flow which will amount to a flow rate of 300 mgd. This capacity will greatly minimize and possibly eliminate the system spillage presently experienced along the Willamette River during periods of heavy runoff.

As a final matter, providing for a balanced design of the plant will allow full utilization of the plant, will enable providing sewerage services to new areas by development and service to existing areas that are stiffled by the lack of adequate community facilities. The City of Portland is the logical entity to provide this service. This should not be a conflict in any way, for service boundaries on a regional basis have already been established by the Columbia Region Association of Governments. For the most part, growth within the regional area has been constant and continuous. Facilities proposed here fulfill the needs in the foreseeable future and are justifiable from the environmental, social and economic points of view.

WATER RESOURCES - Of all the environmental aspects to be considered, the effects of this proposed project upon the water resources will be of the most concern. This concern, of course, comes from the fact that a new point of discharge is in effect created by the construction of this proposed outfall even though an existing bypass is being used as the outfall structure at Oregon Slough.

To better understand the discussion which follows, the description of the physical conditions of the Oregon Slough and the main channel will benefit. Figure 3 shows the vicinity of this outfall. Oregon Slough is formed and separated from the main channel of the Columbia River by Hayden Island. Flow measurements of the Columbia System are made at The Dalles, Oregon, however, a gage is maintained at Vancouver, Washington, to record river stage. Flows during flood stages often exceed 500,000 cubic feet per second (cfs) and will at times drop to less than 100,000 cfs. The river system is controlled for power production and navigation. A recent report by the Corps of Engineers entitled "Instream Water Requirements for Navigation" indicated that a minimum stream flow between the mouth of the Willamette and Bonneville Dam will be maintained with the aid of the control facilities. This minimum flow will be maintained at 58,000 cfs. A copy of this report is attached as Exhibit 2.

Limited data was acquired frcm the Department of Interior, U. S. Geological Survey, Water Resource Division on a flow measuring study made on the main channel and Oregon Slough from the Interstate Bridge. This material was collected during 1966 and 1967 at various river stages. One of the objectives of the study was to determine the division of the flow between the channels at this section of the river. The following table, Table 1, is a compilation of this information.



COLUMBIA RIVER
HAYDEN ISLAND
S.P.&S. RR
NORTH
OREGON
OUTFALL
SIPHON
SLOUGH
SUTTLE ROAD
OUTFALL
SMITH LAKE
EXISTING 8.5' SEMI ELLIPTICAL
PROPOSED 72" OUTFALL
VANPORT
TRIANGLE LAKE SITE
Columbia
Slough
N. PORTLAND ROAD
SEWAGE TREATMENT PLANT
N. COLUMBIA BLVD.

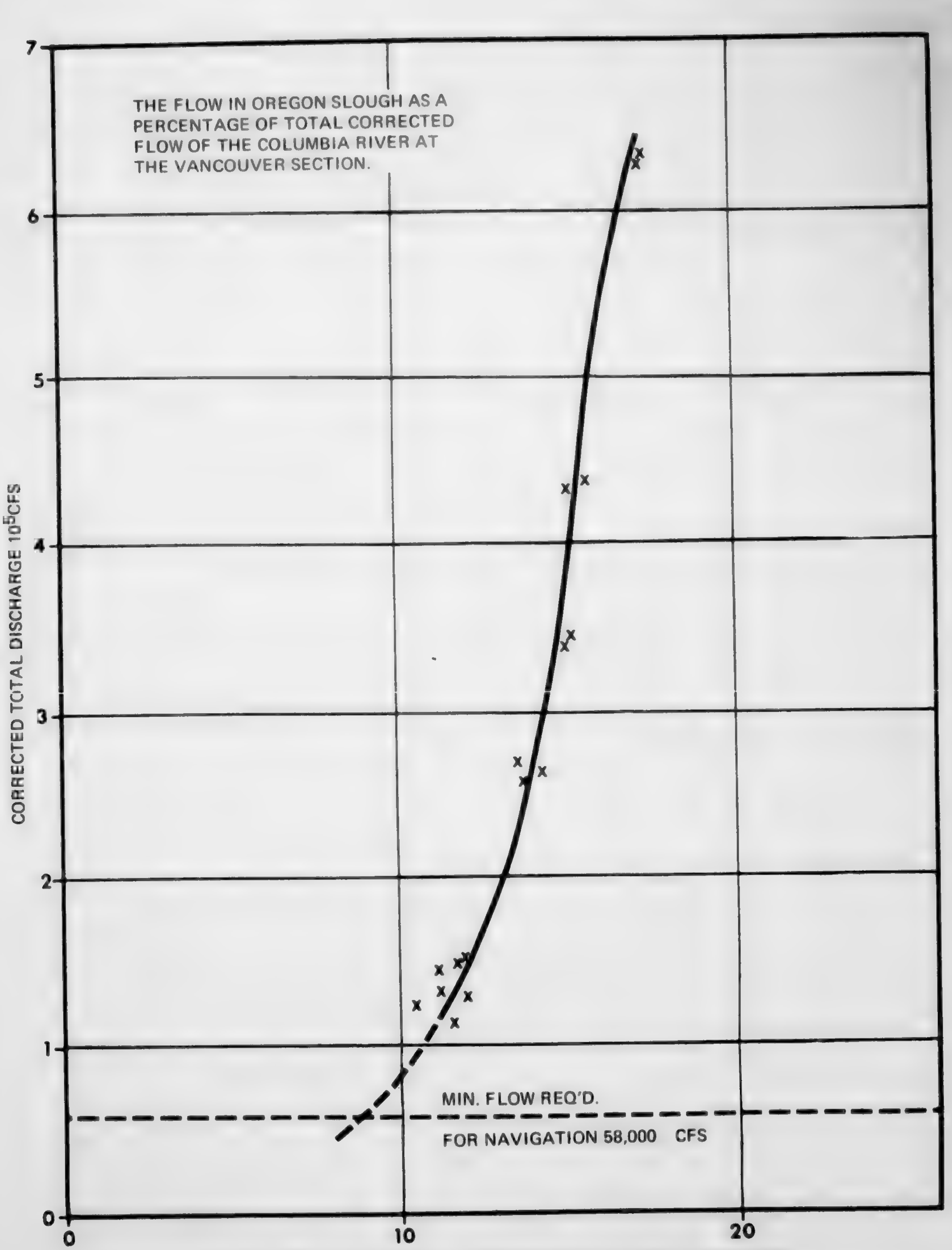
PROPOSED PRESSURE OUTFALL

Figure 3

TABLE 1
THE DIVISION OF THE FLOW BETWEEN THE MAIN CHANNEL AND OREGON SLOUGH AT THE VANCOUVER SECTION OF THE COLUMBIA RIVER

Measurement Number	Gage Height	Flow - cfs Main Channel	Flow - cfs Oregon Slough	Flow - cfs Corrected Total Discharge	Oregon Slough as a Percentage of the Total Corrected Discharge - %
144	12.58	309,000	50,900	340,000	15.0
145	12.51	311,600	52,000	344,000	15.1
146	6.04	137,100	16,105	142,000	11.3
147	5.99	129,000	15,148	134,000	11.3
148	6.29	118,800	12,814	122,000	10.5
149	6.68	111,600	13,700	117,000	11.7
150	6.84	124,200	15,800	130,000	12.1
151	6.76	140,800	17,344	147,000	11.8
152	6.56	143,700	18,075	151,000	12.0
153	15.87	390,900	67,880	436,000	15.5
154	15.98	390,650	66,070	436,000	15.1
155	22.88	550,600	110,357	635,000	17.4
156	22.86	547,870	109,049	630,000	17.3
157	9.26	238,730	36,040	258,000	13.9
158	9.08	242,630	37,490	263,000	14.3
159	8.90	251,200	36,870	271,000	14.6

The final column of this table shows what percentage of the corrected total flow is channeled down Oregon Slough. This percentage is not constant but varies with river stage. A plot of the data is presented in Figure 4. Graphically, this shows that the flow in Oregon Slough ranges from about ten percent up to about 17 percent of the total river flow. In extrapolating this curve down to the minimum flow required for navigation, 58,000 cfs, it can be seen that this percentage could drop to as lows as 8 percent of the river flow. In other words, at this minimum expected flow condition, flows as low as 4,600 cfs could occur in Oregon Slough. It must be pointed out, however, that this minimal navigational flow is most likely to occur in late summer at a time when sewage system flows are most likely to be minimal, also. It is reasonable to assume that these minimal flows will most likely occur during a period when the use of the pressure outfall will not be required. It should be pointed out that during the low-flow periods, consequently low river stage, the hydraulic characteristic of the main outfall line is such that in excess of 250 mgd could be pumped through it. At the maximum pumping rate, the rate of discharge to Oregon Slough will be 145 mgd. This amounts to 224 cfs or about 1/20th of the expected minimum flow in Oregon Slough.



OREGON SLOUGH FLOW

Figure 4

This section of the Columbia River in the vicinity of Portland/Vancouver is subject to tidal influence and, thus, stage fluctuation. There has been some concern that at or near minimal river flows the current could stop or even reverse during these tidal cycles. This question can best be answered by brief analysis of the Geological Survey data for one of the lower flow ranges and from a special study done by Washington State University.

Table 2 shows a compilation of seven surveys that were run through a single tidal cycle on March 21, 1967. This information shows that although the velocity of flow is slowed there is a net seaward movement through the cycle for velocity ranges upward from 1.3 feet per second.

In a Washington State University Summary Report entitled "Water Quantity and Quality Studies of Vancouver Lake, Washington" it was determined that above a stage of 12 feet, the Columbia River flows tend to suppress all tidal influences (page 15). This was a model study of the Columbia River and Vancouver Lake done by Surinder K. Bahagat and John F. Orsborn, Washington State University at Pullman, Washington, in September 1971. The result of the model study was verified by actual gage readings at several stations in the study area.

TABLE 2
GAGE HEIGHT - FLOW VELOCITY - QUANTITY AT THE INTERSTATE BRIDGE
MARCH 21, 1967

Measurement Number	Vancouver Gage Height (ft.)	Main Channel Flow Velocity (ft./sec.)	Main Channel Flow (cfs)	Time
146	6.04	1.60	137,100	
147	5.99	1.50	129,300	
148	6.29	1.35	118,800	11:05
149	6.68	1.30	111,600	12:30
150	6.84	1.42	124,200	
151	6.76	1.60	140,800	15:25
152	6.56	1.66	143,700	16:55

Water quality data for the Columbia River at Interstate 5 and for the Hayden Island Channel of the Columbia River (Oregon Slough) has been obtained from the Oregon Department of Environmental Quality. The data for the main channel covers a period from January 1968 to July 1972 and represents more than 100 samples. To give some idea of the water quality at this station, Table 3 shows a range of the various parameters for this period. The average conditions lie between these extreme ranges. It is to be noted that the water quality standards are met for this particular station, even though the maximum coliform count greatly exceeds the 2,400 specified by the standards. This merely expresses a range and this value is not exceeded in more than 20 percent of the samples. It is therefore within the standards. The maximum dissolved oxygen (DO) saturation of 130 percent is explained by the fact that high-flow turbulence supersaturated the water for the particular temperature on that one day. It is not uncommon, however, to find a condition of supersaturation.

TABLE 3
WATER QUALITY PARAMETER RANGES COLUMBIA RIVER AT INTERSTATE 5 BRIDGE

Parameter	Maximum	Date	Minimum	Date
pH	8.4	7-18-72	7.0	4-29-69
Temperature Degrees C.	22.0	8-7-68	1.6	2-6-69
DO mg/l	16.6	2-6-69	8.6	9-24-69
DO Percent Saturation	130%	7-1-68	90%	9-24-69
BOD mg/l	5.8	12-19-68	0.6	8-6-68
Total Coli/ 100 ml	7,000	9-29-70	10	8-5-68
Fec. Coli/ 100 ml	7,000	3-29-71	46	7-3-72
Conductivity	355	3-13-69	44	10-3-68

Data provided by Oregon Department of Environmental Quality from Storet Retrieval.

Data for the Oregon Slough channel is more limited. Three sampling expeditions were conducted during the summer of 1968, and this data is presented in Table 4.

Overall, the present stream water quality is very good. Based upon the simple dilution at the worst condition of zero DO in the effluent and minimum flow in the slough, the DO parameter in the Oregon Slough will be depressed by only five percent. Water quality standards specify that DO concentrations not be less than 90 percent saturation at any time. This is not probable in that the effluent will contain DO and discharge to the slough will probably not occur at this low-flow condition. Therefore, the discharge is not expected to cause violation of the adopted water quality standard and will be consistent with basin and areawide plans for maintaining the quality of the Columbia River.

TABLE 4
WATER QUALITY DATA
HAYDEN ISLAND, CHANNEL OF COLUMBIA RIVER KNOWN AS OREGON SLOUGH
RIVER MILE 107.2

1968

	July 1, 1968	August 5, 1968	September 3, 1968
Time	0835	0815	0847
Temp. (degrees C.)	17.5	20.0	19.0
pH	7.6	7.6	7.8
DO (mg/l)	11.9	10.0	10.6
BOD (mg/l)	2.8	1.0	1.2
PBI	1	1	1
Conductance (umhos/cm)	114	230	141
Coliforms/100 ml	640	10	500
Fecal Coliforms/100 ml	10	10	10

Data provided by Oregon Department of Environmental Quality.

Present uses of the Columbia River are many and varied. At this particular stream reach, recreation, fishing, navigation and industrial uses may be observed. The water quality staff of the Department of Environmental Quality determined that the Oregon Slough channel was not as important as the main channel for fish passage, for apparently, the fish do not use it. All commercial fishing takes place in the main channel. With the dilution factor that would appear as a minimum, it is difficult to see that any of the present or future beneficial uses will be jeopardized by this proposed secondary effluent outfall. Effluent discharges to the Oregon Slough will be well chlorinated; contact time is provided in the outfall line. This will be the most critical aspect. However, again dilution will tend to minimize the local effects of the chlorine in the effluent. Since this is not the main fish passage channel, it is not expected to affect aquatic habitats.

Final points of concern deal with the effect of this project upon groundwater in the area and upon the flow conditions of the stream. The project should have no effect upon groundwater in the area for there is no direct connection with the groundwater reservoir. As for the effect of the outfall upon high and low flows in the receiving stream, these should also be minimal. Low flow conditions in the Oregon Slough show that there will be a dilution of about 20 to 1 for extreme sewage flows, and at flood conditions the flow of sewage will go unnoticed in flows in excess of 100,000 cubic feet per second in Oregon Slough.

AIR QUALITY - There will be little if any effect upon the air resource resulting from this proposed outfall line. Only well aerated secondary sewage effluent will be handled in this line, therefore, there should be little reason to expect any odor problems. This particular project is specific in nature and will impose upon residents only at the point of outfall or the two moorages presently in existence, and the residents should be unaffected.

SOLID WASTE - It must be stressed that this project, a pressure outfall line, will be used to transport secondary sewage effluents only. All grit, sludge and screenings will be removed from the sewage stream for separate processing prior to secondary treatment. It is proposed that these materials be incinerated with the ash being ultimately disposed of in a landfill.

AESTHETICS - From the aesthetic point of view, little or no effect will result from the proposed project. The entire routing of this pipeline will be in existing right-of-way that is presently used for the existing outfall, highway or railroad purposes. Then too, with only minor exceptions, the entire facility will be buried. The exception to this is the pumping station which is already under construction on the plant grounds; the sampling vault entrance slab, which is at ground level; the maintenance manholes, which all terminate at ground level; and the discharge structure, which utilizes an existing bypass line from the main outfall into Oregon Slough. Because there will be no reason to alter any of the land uses to accommodate this outfall, it does not seem that the aesthetic aspects of the project will be of concern.

SOCIAL FACTORS - In evaluating the effects of this project upon the various social factors, it must be remembered that the outfall is a necessary adjunct to the treatment facility. Therefore, many of these aspects are directly related. There will be no necessity to displace existing residents, for as indicated, the outfall will be placed in presently used rights-of-way. The two moorages will not be required to move from their present location, due to the construction of this outfall, and there are no known archeological, historical or cultural values that will be affected by using this existing bypass structure. All of the above-grade structures of this outfall line will be built above the assumed flood stage of 29.0 feet so that flooding will not be a matter of concern to its operation. The discharge of effluents into the Oregon Slough will be in accordance with established water quality standards, and so there will be no concern with effect upon the recreational aspects. It has been learned that the fish runs stay in the main channel so that sport or commercial fishing for the salmonids in Oregon Slough is not practiced. There is some use of the Oregon Slough by sportsmen as a warm water fishery. This, like the use for boating and water skiing, will be unaffected by discharge of well-treated secondary effluent to Oregon Slough.

CONSTRUCTION IMPACT - Impact of the construction of this project will be short lived. Major site clearing will not be required due to the utilization of existing rights-of-way. It should be limited to the brush and trees within these rights-of-way. Since the routing is parallel to an existing line, land forms will not be disturbed. A single crossing of the Columbia Slough is proposed, but the specifications require this to be done "in the dry." This will entail the installation of pile dikes or their equivalent above and below the crossing so that construction impact upon the waters of this slough will be minimal. This will avert the problems of turbidity and erosion during construction. Since the existing outfall line will remain operable throughout the construction of the pressure outfall, there should be no need to bypass the treatment plant. Dust and noise will be a problem only during construction. Dust can be controlled by the contractor, but the noise will have to be endured on a local basis. It should entail only the noise of equipment, for it is not anticipated that blasting will be required.

IV. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

In reflecting back over the effects of this project, it can be seen that the adverse aspects are limited to: (1) the construction scar and (2) imposition of the point discharge of greater volume in Oregon Slough.

It will be necessary to accomplish the construction by the best means possible. The crossing of Columbia Slough is to be done in the dry so that the encroachment upon water quality will be minimized. Traffic will be obstructed as the construction progresses, however, there is a finite limit of time for this obstruction. Once completed, there will be minimal residual to be lastingly observed.

Probably the point of greatest concern that might be looked upon as an adverse environmental effect will be the discharge of secondary effluent to the Oregon Slough. In the past, the bypass structure has only seen limited use. In the future, the discharge of greater quantities of effluent will undoubtedly result. Quantities will be limited to 145 mgd and, of course, this will be chlorinated secondary effluent of good quality.

V. ALTERNATIVES CONSIDERED WITH EVALUATION OF EACH

In discussing the alternatives of this particular project it must first be recognized that it is a matter of determining how the effluent from the treatment plant will be handled. In this light, several alternatives wery considered. In upgrading the plant to meet waste discharge requirements, it was necessary to evaluate the future needs for treatment. It was determined that the design should be based upon an average daily flow of 100 mgd to take full advantage of the useful life of the treatment plant over the design period. Simultaneously, the City was required to provide hydraulic capacity for three times this dry weather flow. It became evident that alteration or addition to the existing outfall line would be required to balance this hydraulic design. Therefore, this is not a project where there is another solution, but rather a project of how to accommodate the solution in the economic sense. The alternatives, therefore, were limited to: (1) increasing the carrying capacity of the existing line, (2) building an outfall parallel to the existing line to the main channel of the Columbia or (3) building a pressure line parallel to the existing outfall but terminating in

Oregon Slough. Evaluation of these alternatives was based upon the estimated cost of each. The alternatives were limited in scope due to the unavailability of adequate land for other means such as effluent irrigation or groundwater recharge.

An engineering analysis of the existing outfall revealed that design was based upon withstanding external pressure and that reinforcing the line to withstand the internal pressure required to carry the 300 mgd would have been very costly. A parallel line to the main channel of the Columbia also would have been very costly, therefore, the alternative for paralleling to the Oregon Slough was determined as the most feasible. As a comparison, the 1968 cost for building a parallel gravity line to the main channel was estimated to be about $3,674,000, while a pressure line to Oregon Slough was estimated to cost about $1,244,240 in 1973. Reconstruction of the existing outfall to carry the entire flow was rejected as being impractical, then too, to be totally useful any one of the programs had to include pumping during flood stages for gravity flow could not be used when the river was in flood unless the secondary clarifiers were allowed to surcharge. Therefore, the economics dictated the pressure outfall line proposed here as the most feasible alternative.

VI. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The construction of this proposed pressure outfall line must be viewed from the standpoint of the long-term enhancement of use of the natural receiver, the Columbia River. This project has resulted from the fact that the City of Portland has committed the expenditure of many millions of dollars to use of the Columbia as a receiver of effluent and has again committed itself to the expenditure of funds to upgrade the quality of this effluent discharge by construction of secondary facilities. The City will be in a position to serve the future long-term needs for collection of the water-carried wastes from the system at a rate of three times the average dry weather flow. Flexibility is an assumed matter, for upgrading treatment can be accomplished by various means within the treatment plant proper should this measure be required in the future. Overall, this project cannot be viewed as a matter of trading short-term benefits for long-term effects. The discharges to the Columbia will be enhanced by upgrading treatment while effects upon the various uses of the Columbia will be minimized by the higher degree of treatment.

VII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

In actuality, the step toward irreversibility in this system was taken prior to the initiation of this outfall project. Without doubt, the future generation of users of the City of Portland sewerage facilities will be locked into this program simply by the commitment of funds, resources and energies. This commitment is not without flexibility, however. Future changes in water quality standards will have to be met by upgrading the treatment capability. Service boundaries have been established for key treatment facilities throughout the metropolitan area. The ultimate uses of the Columbia Boulevard plant have been established and determined to need a capacity of 100 mgd. The proposed pressure outfall will balance this design capacity. Treatment facilities have been designed in accordance with the currently adopted water quality and waste treatment standards. These will be met, therefore, there is no reason to anticipate an unretrievable commitment of the facility capacity or the resource of the Columbia River. The pressure outfall line will serve only the secondary portion of the treatment plant. The possibility of bypassing untreated wastes to this line is remote indeed. There is no way to purposely bypass plant effluent into this line without first going through the secondary treatment components. The City of Portland has initiated a very comprehensive program for monitoring the discharge of industries so that the probability of toxic spills is remote. It cannot be precluded, however, for a portion of the collection system is combined and it is possible to receive an accidental spill of toxic materials through one of these inlets. Potential will exist under any circumstance and, therefore, must be minimized by careful, conscientious operation of the system.

VIII. PUBLIC ACCEPTANCE AND INVOLVEMENT

In addition to a transcript of the public hearing to be held concerning this project and a written response to all comments submitted by the public, the following is presented as evidence of the public involvement in this project.

The City anticipates receipt of a federal water pollution control grant-in-aid to assist in the construction of this project. The City will fund its portion of this project from the Sewage Disposal Fund. This Fund operates on revenue collected from individual residential, commercial and industrial users of the city sewerage system. This method of funding water pollution control projects was authorized by a vote of the City residents May 1970.

IX. AGENCIES CONSULTED ABOUT THE PROJECT

1. Oregon Department of Environmental Quality
   1234 S. W. Morrison Street
   Portland, Oregon 97205

2. Department of the Army
   Portland District Corps of Engineers
   P. O. Box 2946
   Portland, Oregon 97208

3. Department of Interior, U. S. Geological Survey, Water Resources Division
   830 N. E. Holladay
   Portland, Oregon 97232

exhibit 1

WASTE DISCHARGE PERMIT

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY
Issued in accordance with the provisions of
ORS 449.083

Permit Number: 1224
Expiration Date: 12-31-73
Page 1 of 3

ISSUED TO:

City of Portland
Department of Public Works
Columbia Plant
Room 414, City Hall
Portland, Oregon 97204

REFERENCE INFORMATION

File Number: 70629
Appl. No.: SM Received:
Major Bn: Willamette Minor Bn:
Receiving Stream: Columbia River
River Mile: 105.5
County: Multnomah

Until such time as this permit expires or is modified or revoked, the City of Portland is herewith permitted to:

a. Operate its sewerage system and Columbia Boulevard sewage treatment works.
b. Discharge treated wastes to the Columbia River.
c. Construct extensions to its sewerage system.
d. Construct modifications to its sewage treatment works.

All of the above activities must be carried out in conformance with the requirements, limitations and conditions which follow.

The word "waste," as used in this permit, refers to "sewage" as defined in ORS 449.075.

1. Prior to December 31, 1973 the permittee shall proceed to plan, construct and place into operation such facilities as are necessary to insure a reduction of 85% in the biochemical oxygen demand (BOD) and suspended solids concentrations in the waste discharged to public waters, and that the waste receives disinfection prior to discharge equivalent to that obtained with a chlorine residual of 1.0 mg/l after 60 minutes of contact time.
2. The facilities required by Condition No. 1 shall be constructed in accordance with approved plans and the Department of Environmental Quality shall be notified in writing when the facilities are complete and ready to be placed in operation.
3. The permittee shall complete the reconnection of all remaining buildings and structures discharging raw or inadequately treated wastes directly to the Willamette River.
4. The permittee shall provide separate sanitary and storm sewers in all new development and redevelopment areas and continue to work toward the separation of sanitary sewage and storm waters in presently developed areas.
5. The permittee shall provide interception of at least three times the dry weather flow before discharge shall occur at all diversion structures.
6. All existing waste collection, control, treatment and disposal facilities shall be operated in a manner consistent with the following:
    a. At all times, all facilities shall be operated at maximum efficiency and in a manner which will minimize discharges and prevent health hazards and nuisance conditions.

b. At all times, the liquid effluent from the existing treatment facility shall receive the maximum disinfection possible with existing equipment prior to discharge from the controlled confinement of the treatment facility.

c. All screenings, grit and sludge shall be disposed of in a manner approved by the Department of Environmental Quality such that it does not reach any of the waters of the state or create a health hazard or nuisance condition.

d. Maintenance of treatment facilities shall be scheduled during non-critical water quality periods and shall be carried out in a manner such that the waste receives maximum treatment possible during such maintenance.

e. Bypassing of untreated waste is generally prohibited.

7. The permittee shall provide an adequate operating staff which is duly qualified to carry out the operation, maintenance and testing functions required to insure compliance with the conditions of this permit.

8. Construction of sewer extensions and connections thereto is permitted as long as the added waste load will not cause any of the limitations of this permit to be exceeded, and provided that plans and specifications are submitted to and approved by the Department of Environmental Quality prior to construction, as required by ORS 449.395.

9. The permittee shall effectively monitor the operation and efficiency of all treatment and control facilities and the quantity and quality of the waste discharged. A record of all such data shall be maintained and submitted to the Department of Environmental Quality on prescribed forms at the end of each calendar month. Unless otherwise agreed to by the Department of Environmental Quality, data collected and submitted shall include, but not necessarily be limited to, the following parameters and minimum frequencies:

Parameter	Minimum Frequency
Total Flow	Daily
Pounds Chlorine Used	Daily
Chlorine Residual (effluent)	Daily
BOD (influent and effluent composite)	2 times per week
Suspended or Settleable Solids (influent and effluent composite)	2 times per week
pH (influent and effluent)	3 times per week

Monthly reports shall also include a record of the location and method of disposal of all sludge and a record of all equipment breakdowns and bypassing.

10. In the event a breakdown of equipment or facilities causes a violation of any of the conditions of this permit or results in any unauthorized discharge, the permittee shall:

a. Immediately take action to stop, contain and clean up the unauthorized discharges and correct the problem.

b. Immediately notify the Department of Environmental Quality so that an investigation can be made to evaluate the impact and the corrective actions taken and determine additional action that must be taken.

WASTE DISCHARGE PERMIT
State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

Permit Number: 1224
Expiration Date: 12-31-73
Page 3 of 3

c. Submit a detailed written report describing the breakdown, the actual quantity and quality of resulting waste discharges; corrective action taken, steps taken to prevent a recurrence and any other pertinent information.

Compliance with these requirements does not relieve the permittee from responsibility to maintain continuous compliance with the conditions of this permit or the resulting liability for failure to comply.

11. Authorized representatives of the Department of Environmental Quality shall be permitted access to the premises of all facilities owned and operated by the permittee at all reasonable times for the purpose of making inspections, surveys, collecting samples, obtaining data and carrying out other necessary functions related to this permit.

12. Whenever a significant change in the character of the waste is anticipated or whenever a change in the waste to be discharged in excess of the conditions of this permit is anticipated, a new application shall be submitted together with the necessary reports, plans and specifications for the proposed changes. No change shall be made until plans are approved and a new permit issued.

13. In the event that a change in the conditions of the receiving waters results in a dangerous degree of pollution, the Department of Environmental Quality may specify additional conditions to this permit.

14. This permit is subject to termination if the Department of Environmental Quality finds:

    a. That it was procured by misrepresentation of any material fact or by lack of full disclosure in the application.
    b. That there has been a violation of any of the conditions contained herein.
    c. That there has been a material change in quantity or character of waste or method of waste disposal.

15. This permit, or a photocopy thereof, shall be displayed at the treatment facility where it can be readily referred to by operating personnel.

DEPARTMENT OF ENVIRONMENTAL QUALITY

By

Title Director

Date August 3, 1972

exhibit 2

INSTREAM WATER REQUIREMENTS FOR NAVIGATION

1. Navigation requirements within Portland District are presented in the following paragraphs for instream rivers and waterways, exclusive of salt- or tide-water areas where streamflow or storage is not a factor.

2. In that established datum surfaces provide the basis for estimated navigation flow requirements, a discussion concerning river datum appears warranted.

3. Authorized project, navigation depths in Columbia and Willamette Rivers between Portland and the sea are referenced to established datum surfaces. Between the sea and Altoona, Washington, at Columbia River mile 24.0, the datum is the mean lower low water surface as established by the U.S. Coast and Geodetic Survey. Between Altoona and Portland, the datum is the adopted low-water surface as established by the Corps of Engineers. This datum, referred to as Columbia River Datum, between Altoona and Portland has remained virtually fixed since it was established in 1911. The greatest known variation was the approximately 3-inch change in elevation at Martin's Bluff gage at Columbia River mile 79.3. Columbia River Datum at both Altoona and Portland is at the same elevation today as when established in 1911. In establishing a datum on tidal rivers, such as the Columbia and Willamette which are subject to considerable variation on the low-water surface elevation from year to year, the datum is set below the average low water. This is not as low as the lowest stage on record. The lowest stage is caused by a combination of events which seldom occurs and for which it is not economical to design.

4. Columbia River Datum between Portland and Altoona was established for a combined upland discharge of approximately 77,000 c.f.s. for Columbia and Willamette Rivers at the confluence of the two. Therefore, the minimum upland discharge for maintenance of a navigable channel, as defined by the authorized navigation projects between Portland and the sea, is 77,000 c.f.s. when referenced to the confluence of Columbia and Willamette Rivers.

5. As a result of studies between the mouth of Willamette River and Bonneville, an adopted low-water surface datum was established in 1935 for the proposed 27-foot-deep navigation channel from Vancouver to Bonneville. This project was authorized in 1937. The 1935 datum is a part of the commonly known Columbia River Datum and has not changed since its inception. As established it required 58,000 c.f.s. mean daily discharge at Bonneville to maintain the minimum water-surface profile coincident with the datum surface.

6. A minimum flow of 58,000 c.f.s. is required to support navigation between Bonneville Dam and Vancouver, Washington. Downstream from Vancouver, a minimum flow of 77,000 c.f.s. is required. When the total flow in Willamette River and other tributaries upstream to Bonneville Dam does not equal 19,000 c.f.s. the balance of that amount will have to come from storage or pondage projects above Bonneville Dam to support navigation below Vancouver.

7. Authorized channel dimensions below Bonneville are detailed in the attached description sheets accompanying the Corps' project and index maps for the projects on Columbia and Lower Willamette Rivers below Vancouver, Washington, and Portland, Oregon, and Columbia River between Vancouver, Washington, and The Dalles, Oregon. All depths shown for these two projects refer to mean lower low water datum and Columbia River Datum as described above.

8. Present operating restrictions at Bonneville Dam required to maintain the magnitude and frequency of the pool and river fluctuations within the ranges customarily used in the past, and to improve low flow conditions experienced in 1970, are as follows:

a. Minimum instantaneous flow not less than 70,000 c.f.s.

b. Minimum daily flow of 80,000 c.f.s., or 80 percent of the average weekly flow, whichever is the lesser (when the average weekly flow is less than 125,000 c.f.s.).

c. Maximum hourly rate of change, 1.5 feet/hour.

d. Pool fluctuations to be maintained within 70.5 to 74.0, MSL, with a maximum daily fluctuation of 2.5 feet.

e. Tailwater fluctuations in any day limited to 4.0 feet in the period 1 April to 1 October.

9. Future operating restrictions of water flow at Bonneville Dam proposed for 1975 include the following provisions:

a. Pool regulation. -

Maximum pool = el. 77.0[1] (at the dam)
Minimum pool = el. 70.0 (at the dam)
Normal operating range[2] = el. 71.5 to 76.5 (at the dam)
Maximum daily fluctuation = 4.0 feet (at Cascade Locks)

[1] Maximum pool elevation 77.0, measured at the dam, is absolute and will not be exceeded except in the case of extreme flood.

[2] Normal operating range will be exceeded no more than 5% of the days in a year.

b. Normal tailwater regulation. -

(1) Summer season (1 April to 1 October):

Daily fluctuation = less than 4.0 feet (at the dam)
Maximum rate of change = 1.5 feet per hour (at the dam) (average of 3/10 inch per minute)
Minimum flow = 80,000 c.f.s. instantaneous; 100,000 c.f.s. daily average

(2) Winter season (1 October to 1 April):

Daily fluctuation = less than 7.0 feet (at the dam)
Maximum rate of change = 3.0 feet per hour (at the dam) (average of 6/10 inch per minute)
Minimum flow = 80,000 c.f.s. instantaneous 100,000 c.f.s. daily average

c. Special tailwater regulation. - In order to obtain a degree of flexibility to meet unusual operating requirements, the daily summer season fluctuation range may be increased to 5 feet. The maximum rate of change will still be 1.5 feet per hour. Application of this special rule will be limited to a total of 10 days in the summer season. When the average weekly flow is less than 125,000 c.f.s., the minimum daily flow will be not less than 80 percent of the weekly average. Also, the minimum instantaneous flow will not be less than 70,000 c.f.s. under these low flow conditions. In the interest of optimum control and management to provide increased power production in the event of very extreme winter weather conditions, the daily winter season fluctuation range may be increased to a maximum of 10 feet. The maximum rate of change will still be 3.0 feet per hour. Application of this special rule will be limited to a total of 18 days in the winter season.

10. Authorized channel dimensions on Willamette River above Portland and Yamhill River, Oregon, are shown in the attached project and index map description sheet. Minimum flows required to sustain authorized project depths in Willamette River were calculated to be 5,000 c.f.s. from Albany to the mouth of Santiam River and 6,500 c.f.s. from the mouth of Santiam River to Salem. These minimum flows would be dependent upon streamflow regulation. Present reservoir studies provide for a minimum flow of 6,000 c.f.s. at Salem.

11. The presently maintained navigation channel dimensions on Willamette River downstream of Oregon City are the same as the authorized dimensions. From Oregon City to Corvallis the maintained depth is 3.5 feet; from Oregon City to the mouth of Santiam River the maintained width varies from 110 feet to 150 feet. From the mouth of Santiam River to Corvallis,

the maintained width varies from 80 feet to 150 feet. The mouth of Mary's River at Corvallis is the upstream point to which channel dimensions are maintained.

12. The adopted low-water datum, from which navigation depths are based from Oregon City to Corvallis, was established from the low-water profile of 15 August 1940 to 1 September 1940. The discharge at Salem during this 1940 low-water period was 2,500 c.f.s. A minimum flow of approximately 3,500 c.f.s. at Salem is presently required to maintain the water surface at the adopted low-water-datum elevation. The present-day increase of the required minimum flow is attributed to changes in the river cross section and slope over a 26-year period.

13. Actually, to state that navigation requires a set or specific amount of water per year requires that the statement be qualified specifically for that location and circumstance. This is due to the many changes that are likely to occur within the channel or waterway either by man-made or natural causes. Ideally, navigation requires no water flow. The water flows presented herein are for the locations and circumstances stated in the text and attachments.

14. As an example of the above statement, Bonneville lock requires 6,920 c.f.s. for maximum inflow into the lock chamber; however, this figure is meaningless without the application of the number of times used throughout the year, together with the actual pool and tailwater elevations applied for each computed lockage. A larger lock at Bonneville may require more water per lockage; however, a larger lock in use would reduce the number of required lockages per year, in turn possibly reducing the total annual water requirement. Therefore, the navigation instream water requirements for Portland District include only those capacities for the specific locations cited.

RECEIVED
STATE HWY ENGR
MAY 4 '73
REFER TO

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 2, 1973

Mrs. Louis V. Brent
9937 N. E. Alton Street
Portland, Oregon 97220

Dear Mrs. Brent:

In your recent letter you discussed the need for a new mode of public transportation which would substitute for the individual automobile. This problem and its connection with the environment and ecological considerations are foremost in the minds of the Governor's Office and the Legislature.

We are confident that highway legislation now being considered in the Congress as well as state legislation being considered in Salem, will arrive at some conclusions and/or provisions for future consideration of mass transit, particularly for those areas now suffering from air pollution.

At the present time, we expect that the construction of Interstate 205 will proceed to completion, including a crossing of the Columbia River I understand that the Highway Division will not remove trees and natural vegetation in advance of the regular highway construction. The trees that appear to be marked for sale to lumber companies in the vicinity of Rocky Butte have actually been marked to avoid their removal during housemoving operations. The details for sound berms and landscaping along Haywood Place have not been finalized at this time; however, all possible natural vegetation will be retained and designed into the landscaping project.

When road construction does begin, it will be undertaken in varying stages, the first of which will be to provide drainage facilities for the depressed freeway section between the Banfield Freeway and S. E. Division Street. This drainage will run northerly to the Columbia River. Stage construction will also take place in the low areas from the Columbia Slough to Marine Drive so that the earth embankment will settle before final surfacing is placed.

COPY

The Interstate 205 Freeway facility is urgently needed to accommodate the heavy traffic volumes which are now being experienced and which will continue to increase over the years.

I hope that this brief explanation will help you to understand our present problems. Thank you for taking the time to write and express your opinions.

Sincerely,

Governor

TM:dm

bcc: Highway

RECEIVED
MAY 4 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

8262 15

OREGON STATE
HIGHWAY DIVISION

P. O. Box 02157 Portland 97202

LWR/cr
bc A. E. Johnson
R. N. Bothman
James Chidsey
D. R. Adams
R. H. Rumbolz

April 10, 1973

City of Portland
1220 S.W. 5th Avenue
Portland, OR 97204

NOTED
A. E. JOHNSON

Attention Mr. James Apperson, City Engineer

Re: Permit Request - Sewer Lines
Interstate 5 Freeway Bridge over
Columbia Slough

Gentlemen:

This will confirm that our Regional Utilities Engineer, Richard Rumbolz, met with your Wes Solbert and others yesterday to discuss your request for a sewer line permit on the I-5 bridge over Columbia Slough.

The installation of such lines on interstate facilities is not routinely allowed, consequently it is necessary for us to look into the possibility that the necessary service could be supplied to the area in some other manner.

In order to make this review we need a sketch map depicting the ultimate areas which will be served by the sewer system and the location at which the sewage will be treated. There are a number of structures across the Columbia Slough -- Highway 99E, Highway 99W, Vancouver Way and Swift Blvd. to mention a few that are in the general area. Obviously the question immediately comes up as to why it is not feasible to utilize another route.

As indicated to Mr. Solbert by Mr. Rumbolz, we do require some additional information and upon its receipt we will do our best to expedite a determination of your request.

Very truly yours,

L. W. Rulien
Regional Engineer

RECEIVED
STATE HWY ENGR
APR 11 '73
REFER TO
FOR
Info Inves R/D DIR Sign Act File

8462

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 24, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Banfield Intchg.-S.E. Yamhill St.
East Portland Freeway I-205
Storm Sewer Tunnel Project

Policy and Procedure Memorandum 21-3 requires submission of preliminary plans for storm drainage systems whose cost is estimated to exceed $1,000,000 per mile in any segment of 1/2 mile or more. The storm sewer system proposed on the East Portland Freeway, I-205, as a joint-use system for the State, Multnomah County and City of Portland from Southeast Yamhill Street northerly to the Columbia River falls within this cost definition.

The first unit of this system scheduled for contract includes a 102-inch diameter storm sewer tunnel 6,298 feet long, with three access manholes, that is estimated to cost $3,100,000. The cost is to be prorated between State, County and City based on storm run-off quantities from the highway corridor and contiguous areas. The design run-off capacity of this segment is 726 cu./ft./sec. The hydrological supporting data for the total system has been reviewed by the Regional Office of the Federal Highway Administration.

We are enclosing preliminary plans and estimate, in duplicate, for your use in review of the storm sewer tunnel segment. The details of the contributing area from the highway corridor are shown for information but not included in the estimate. This work will be part of a future project. Connections planned for future County-City trunk lines are indicated on the plan.

RECEIVED
JAN 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Data accompanying this letter are:

2 - Rolls	Plans for Storm Sewer System
2 - Rolls	Profile for Storm Sewer Trunk
2 - Sets	Construction Detail Plans
2 - Sets	Quantity Summary and Cost Estimate

The tentative scheduled contracting date for this project is July 26, 1973. We will appreciate an early response from you after reviewing the plans so that any changes you may suggest that will affect design can be considered before contract plans and specifications have reached a final stage.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:
Frank L. Hall
Frank L. Hall
Design Engineer

FLH:jh
cc: E. S. Hunter ✓

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 1 of 2 Sheets

ction [illegible] Unit [illegible]
ghway [illegible] County [illegible] Prefix 626-1913-935
ngth [illegible] Designer ______ Draftsman ______ Date 15-[illegible]-73

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
[illegible]	[illegible]	6227.59	622.76	6[illegible]7.35	300.00	[illegible]079,205
[illegible] ([illegible])	[illegible]	1	—	1	46,000	46,000
" " ([illegible])	"	1	—	1	[illegible]	220,000
" " ([illegible])	"	1	—	1	[illegible]	120,000
[illegible]	"	1	—	1	[illegible]	20,000
				[illegible]		2,584,205

Total ______

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 **Sheets**

Section ______ Unit ______
Highway ______ County ______
Length ______ Designer ______ Draftsman ______ Prefix ______
Signed ______ Title ______ Date ______

Grading & Drainage		$ 2,584,205
~~Surfacing~~		$ —
Extra Work		
	$	
Total Extra Work		$ —
TOTAL		$ 2,584,205
+ 20% Engineering and Contingencies		$ 516,841
Structures		
	$	
Total Structures		$ —
Right of Way		$ —
Total Estimated Cost		$ 3,101,046

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E.P.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 7, 1972

TO MEMORANDUM TO THE FILE

Frank L. Hall

FROM Frank L. Hall
Design Engineer

SUBJECT I-205
Re Memo to the File of September 26, 1972

Letters have been received from Multnomah County, Multnomah County Drainage District No. 1, the Port of Portland, the Department of Environmental Quality and the Corps of Engineers stating their approval to a proposed plan for storm runoff in the area north of the proposed Columbia Boulevard Interchange. The Corps of Engineers request permits be submitted to them through the Multnomah Drainage District No. 1 to execute work or erect structures in or on levees of Federal flood protection projects. Also required are permits under Sections 10 and 13 of the Rivers and Harbors Act for structures in navigable waterways and discharges into navigable waterways.

Applications will be made for these permits.

NOTED
E. S. HUNTER

FLH:jh

cc:	E. S. Hunter ✓	E. J. Valach
	H. S. Coulter	Corps of Engineers
	F. E. Terpin	Department of Environmental Quality
	H. S. Cox	Port of Portland
	R. E. Royer	Multnomah County
	W. J. Hart	Multnomah County Drainage District No. 1

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DEC 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

15

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-5

16 November 1972

RECEIVED
NOV 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Baldwin:

Please refer to your letter of 6 November 1972 to Colonel Triem regarding Oregon State Highway Division plans for a trunk storm drainage outfall to Columbia River from the I-205 freeway watershed in East Multnomah County.

We understand that your proposed drainage plan includes all the area intercepted along the northerly draining portions of the I-205 freeway corridor. It also includes certain additional drainage areas east and west of the freeway which are described in an agreement between your Division and Multnomah County and the city of Portland. The total area involved would be 4,962 acres.

We also understand that a small part of that area, amounting to 93 acres at the proposed Columbia Boulevard Interchange, is too low to drain by gravity. Runoff from that area, therefore, would have to be pumped into the trunk outfall. Although the rate of runoff from that area probably would be increased because of freeway pavement and drainage facilities, under your plan, all runoff up to a 2-year storm would be pumped to the trunk line and only the excess would be discharged into Columbia Slough. That excess runoff would be insignificant when compared to the total runoff from the 4,962 acres which no longer would be tributary to Columbia Slough after the freeway and trunk outfall are completed. We concur with your statement concerning the expected beneficial effects of this arrangement. We believe that the plan developed by your Division represents an appropriate means of providing the required drainage for the Columbia Boulevard Interchange, taking into consideration potential downstream drainage and water quality impacts on Columbia Slough. However, we suggest that you discuss your drainage proposals with officials of Multnomah Drainage District No. 1, and obtain their approval.

NOTED
E. S. HUNTER

Since the outfall which your Division proposes would affect both a Federally authorized flood protection project and navigable waters of the United States, several permits would be required from this office prior to construction. Inclosed is an information circular describing applications for authority to execute work or erect structures in or on levees of Federal flood protection projects. Also, inclosed is a copy of operation and maintenance regulations for local flood protection projects. Requests for permits of that nature should be submitted to this office through Multnomah Drainage District No. 1. Mr. George Decker, Chief of Dam and Flood Control Section, can supply information on Corps of Engineers requirements for erection of structures in or on levees. In addition to the above, permits under Sections 10 and 13 of the Rivers and Harbors Act of 1899 would be required. Section 10 permits are for structures in navigable waterways and Section 13 permits are for discharges into navigable waterways.

Should you desire further information or assistance on this matter, please contact this office at your convenience.

Sincerely yours,

D. H. BASGEN
Chief, Engineering Division

2 Incl
As stated

CF: Mr. George Decker
Dam and Flood Control Section

1 Hall
A. Olson
2 Terpin
Scott
Swenson
R. Olson

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DESIGN SECTION

Requires Reply
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Cary L. Ross

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OFFICE OF
ADMINISTRATOR OF HIGHWAYS

INFORMATION CIRCULAR

APPLICATIONS FOR AUTHORITY TO EXECUTE WORK OR ERECT STRUCTURES IN OR ON THE LEVEES OF THE DRAINAGE AND DIKING DISTRICTS IMPROVED UNDER THE 1936 FLOOD CONTROL ACT

1. The purpose of this circular is to furnish information for the assistance of parties applying for authority to execute placing of any structure, performing any revisions, or conducting any work within the established limits of a diking or drainage district levee right-of-way.

2. The Congress of the United States has recognized the problem of flood control as a Federal responsibility since 1936. Local interests are required to operate and maintain completed flood control projects constructed pursuant to Section 3 of the Act of Congress approved June 22, 1936, as amended and supplemented. (41 Stat. 1571; 50 Stat. 877; and 55 Stat. 638; 33 U.S.C. 701c and 701c-1.) Certain regulations pertaining to maintenance and operation of flood control works were promulgated in Title 33 Code of Federal Regulations, Chapter 2, Part 208, Section 208.10.

3. Section 208.10(5) prohibits any improvement, excavation, construction, or alteration within the limits of project rights-of-way without prior determination by the District Engineer of the Corps of Engineers that such improvement, excavation, construction, or alteration will not adversely affect the functioning of the protective facilities.

4. Therefore, any person or agency desiring to execute work or erect structures in or on the levees of any drainage or diking district right-of-way improved under the 1936 Flood Control Act will observe and conform strictly to the following procedure:

a. Application will be made in writing to the drainage or diking district officials for a letter of permission. The application will set forth in adequate detail the nature and purpose of the proposed work and will be accompanied by five sets of plans of the contemplated work. It is necessary in important cases that the plans be drawn and certified by a registered professional engineer of the state in which the work is to be performed. The plans submitted shall include a cross-sectional view through the structure showing the levee at the site of the proposed work and extending from low water on the outside to not less than 100 feet inside of the interior right-of-way line, or the extremity of the work, whichever is the farther. The plans shall indicate elevations of low water, top of levee, and pertinent elevations of the proposed work based on mean sea level datum. The proposed work shown on the plans shall be located from and referenced to well-established points or levee survey lines and stationing shown on Corps of Engineers' maps of the affected district so that exact locations may be determined. The above-referenced maps may be viewed without charge at the office of the District Engineer, Corps of Engineers, 2850 S. E. 82nd Street, Portland, Oregon.

b. The proposed structures as indicated by the plans and letter of application will be reviewed by the local drainage or diking district officials for approval. Said diking or drainage district officials should request any alterations or revisions considered necessary in the plans before they approve the same.

c. Upon approval of the plans for the proposed work by the diking or drainage district officials, they will be forwarded to the office of the District Engineer, Corps of Engineers, 2850 S. E. 82nd Street, Portland, Oregon (mailing address - P. O. Box 2946, Portland, Oregon 97208), for his review and approval. The plans and application will then be examined by him in order to determine that the proposed structures are adequate, desirable, and permissible in order that the integrity of the levee shall not be unduly endangered or the levee section encroached upon to the extent that it will result in an inherently dangerous flood hazard. If the plans submitted do not conform to these requirements, they will be returned to the applicant through the diking or drainage district officials in order that necessary revisions may be made, after which the plans may be resubmitted.

d. Upon approval by the District Engineer of the Corps of Engineers and the local diking or drainage district, the plans will be so marked and signed. Three copies of the approved plans will be retained in the District Office of the Corps of Engineers and two copies will be returned to the drainage or diking district officials. The drainage or diking district officials will retain one copy of the approved plans and return one set to the applicant with a letter of approval permitting execution of the work in the manner indicated.

5. It is expected that any work performed by any person or agency under a letter of permission will conform rigidly to standard engineering practices and to specifications of the Corps of Engineers, if so indicated, particularly in the replacement of levee material or revetments disturbed during the course of the work. The letter of permission may in this regard require the presence of and supervision by a Government inspector to be provided by the Corps of Engineers.

6. The person or agency performing the work will be required to clean up the site of the work, redress the levee section, and seed the areas of new work to conform as nearly as possible to the conditions existing at the site prior to initiation of the work.

7. The information contained in this circular shall be in effect from the date of issue unless modified or rescinded.

Dated this 26th day of June 1970.

Paul D. Triem
PAUL D. TRIEM
Colonel, Corps of Engineers
District Engineer

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, War Department

PART 208—FLOOD CONTROL REGULATIONS

MAINTENANCE AND OPERATION OF FLOOD CONTROL WORKS

Pursuant to the provisions of section 3 of the Act of Congress approved June 22, 1936, as amended and supplemented (49 Stat. 1571; 50 Stat. 877; and 55 Stat. 638; 33 U. S. C. 701c; 701c–1), the following regulations are hereby prescribed to govern the maintenance and operation of flood control works:

§ 208.10 *Local flood protection works; maintenance and operation of structures and facilities*—(a) *General.* (1) The structures and facilities constructed by the United States for local flood protection shall be continuously maintained in such a manner and operated at such times and for such periods as may be necessary to obtain the maximum benefits.

(2) The State, political subdivision thereof, or other responsible local agency, which furnished assurance that it will maintain and operate flood control works in accordance with regulations prescribed by the Secretary of War, as required by law, shall appoint a permanent committee consisting of or headed by an official hereinafter called the "Superintendent," who shall be responsible for the development and maintenance of, and directly in charge of, an organization responsible for the efficient operation and maintenance of all of the structures and facilities during flood periods and for continuous inspection and maintenance of the project works during periods of low water, all without cost to the United States.

(3) A reserve supply of materials needed during a flood emergency shall be kept on hand at all times.

(4) No encroachment or trespass which will adversely affect the efficient operation or maintenance of the project works shall be permitted upon the rights-of-way for the protective facilities.

(5) No improvement shall be passed over, under, or through the walls, levees, improved channels or floodways, nor shall any excavation or construction be permitted within the limits of the project right-of-way, nor shall any change be made in any feature of the works without prior determination by the District Engineer of the War Department or his authorized representative that such improvement, excavation, construction, or alteration will not adversely affect the functioning of the protective facilities. Such improvements or alterations as may be found to be desirable and permissible under the above determination shall be constructed in accordance with standard engineering practice. Advice regarding the effect of proposed improvements or alterations on the functioning of the project and information concerning methods of construction acceptable under standard engineering practice shall be obtained from the District Engineer or, if otherwise obtained, shall be submitted for his approval. Drawings or prints showing such improvements or alterations as finally constructed shall be furnished the District Engineer after completion of the work.

(6) It shall be the duty of the superintendent to submit a semiannual report to the District Engineer covering inspection, maintenance, and operation of the protective works.

(7) The District Engineer or his authorized representatives shall have access at all times to all portions of the protective works.

(8) Maintenance measures or repairs which the District Engineer deems necessary shall be promptly taken or made.

(9) Appropriate measures shall be taken by local authorities to insure that the activities of all local organizations operating public or private facilities connected with the protective works are coordinated with those of the Superintendent's organization during flood periods.

(10) The War Department will furnish local interests with an Operation and Maintenance Manual for each completed project, or separate useful part thereof, to assist them in carrying out their obligations under these regulations.

(b) *Levees*—(1) *Maintenance.* The Superintendent shall provide at all times such maintenance as may be required to insure serviceability of the structures in time of flood. Measures shall be taken to promote the growth of sod, exterminate burrowing animals, and to provide for routine mowing of the grass and weeds, removal of wild growth and drift deposits, and repair of damage caused by erosion or other forces. Where practicable, measures shall be taken to retard bank erosion by planting of willows or other suitable growth on areas riverward of the levees. Periodic inspections shall be made by the Superintendent to insure that the above maintenance measures are being effectively carried out and, further, to be certain that:

(i) No unusual settlement, sloughing, or material loss of grade or levee cross section has taken place;

(ii) No caving has occurred on either the land side or the river side of the levee which might affect the stability of the levee section;

(iii) No seepage, saturated areas, or sand boils are occurring;

(iv) Toe drainage systems and pressure relief wells are in good working condition, and that such facilities are not becoming clogged;

(v) Drains through the levees and gates on said drains are in good working condition,

(vi) No revetment work or riprap has been displaced, washed out, or removed;

(vii) No action is being taken, such as burning grass and weeds during inappropriate seasons, which will retard or destroy the growth of sod;

(viii) Access roads to and on the levee are being properly maintained;

(ix) Cattle guards and gates are in good condition;

(x) Crown of levee is shaped so as to drain readily, and roadway thereon, if any, is well shaped and maintained;

(xi) There is no unauthorized grazing or vehicular traffic on the levees;

(xii) Encroachments are not being made on the levee right-of-way which might endanger the structure or hinder its proper and efficient functioning durin times of emergency.

Such inspections shall be made immediately prior to the beginning of the flood season; immediately following each major high water period, and otherwise at intervals not exceeding 90 days, and such intermediate times as may be necessary to insure the best possible care of the levee. Immediate steps will be taken to correct dangerous conditions disclosed by such inspections. Regular maintenance repair measures shall be accomplished during the appropriate season as scheduled by the Superintendent.

(2) *Operation.* During flood periods the levee shall be patrolled continuously to locate possible sand boils or unusual wetness of the landward slope and to be certain that:

(i) There are no indications of slides or sloughs developing;

(ii) Wave wash or scouring action is not occurring;

(iii) No low reaches of levee exist which may be overtopped;

(iv) No other conditions exist which might endanger the structure.

Appropriate advance measures will be taken to insure the availability of adequate labor and materials to meet all contingencies. Immediate steps will be taken to control any condition which endangers the levee and to repair the damaged section.

(c) *Flood walls.*—(1) *Maintenance.* Periodic inspections shall be made by the Superintendent to be certain that:

(i) No seepage, saturated areas, or sand boils are occurring;

(ii) No undue settlement has occurred which affects the stability of the wall or its water tightness;

(iii) No trees exist, the roots of which might extend under the wall and offer accelerated seepage paths;

(iv) The concrete has not undergone cracking, chipping, or breaking to an extent which might affect the stability of the wall or its water tightness;

(v) There are no encroachments upon the right-of-way which might endanger the structure or hinder its functioning in time of flood;

(vi) Care is being exercised to prevent accumulation of trash and debris adjacent to walls, and to insure that no fires are being built near them;

(vii) No bank caving conditions exist riverward of the wall which might endanger its stability;

(viii) Toe drainage systems and pressure relief wells are in good working condition, and that such facilities are not becoming clogged.

Such inspections shall be made immediately prior to the beginning of the flood season, immediately following each major high water period, and otherwise at intervals not exceeding 90 days. Measures to eliminate encroachments and effect repairs found necessary by such inspections shall be undertaken immediately. All repairs shall be accomplished by methods acceptable in standard engineering practice.

(2) *Operation.* Continuous patrol of the wall shall be maintained during flood periods to locate possible leakage at monolith joints or seepage underneath the wall. Floating plant or boats will not be allowed to lie against or tie up to the wall. Should it become necessary during a flood emergency to pass anchor cables over the wall, adequate measures shall be taken to protect the concrete and construction joints. Immediate steps shall be taken to correct any condition which endangers the stability of the wall.

(d) *Drainage structures*—(1) *Maintenance.* Adequate measures shall be taken to insure that inlet and outlet channels are kept open and that trash, drift, or debris is not allowed to accumulate near drainage structures. Flap gates and manually operated gates and valves on

Army-Port. Dist., Oreg.

drainage structures shall be examined, oiled, and trial operated at least once every 90 days. Where drainage structures are provided with stop log or other emergency closures, the condition of the equipment and its housing shall be inspected regularly and a trial installation of the emergency closure shall be made at least once each year. Periodic inspections shall be made by the Superintendent to be certain that:

(i) Pipes, gates, operating mechanism, riprap, and headwalls are in good condition;

(ii) Inlet and outlet channels are open;

(iii) Care is being exercised to prevent the accumulation of trash and debris near the structures and that no fires are being built near bituminous coated pipes;

(iv) Erosion is not occurring adjacent to the structure which might endanger its water tightness or stability.

Immediate steps will be taken to repair damage, replace missing or broken parts, or remedy adverse conditions disclosed by such inspections.

(2) *Operation.* Whenever high water conditions impend, all gates will be inspected a short time before water reaches the invert of the pipe and any object which might prevent closure of the gate shall be removed. Automatic gates shall be closely observed until it has been ascertained that they are securely closed. Manually operated gates and valves shall be closed as necessary to prevent inflow of flood water. All drainage structures in levees shall be inspected frequently during floods to ascertain whether seepage is taking place along the lines of their contact with the embankment. Immediate steps shall be taken to correct any adverse condition.

(e) *Closure structures*—(1) *Maintenance.* Closure structures for traffic openings shall be inspected by the superintendent every 90 days to be certain that:

(i) No parts are missing;

(ii) Metal parts are adequately covered with paint;

(iii) All movable parts are in satisfactory working order,

(iv) Proper closure can be made promptly when necessary;

(v) Sufficient materials are on hand for the erection of sand bag closures and that the location of such materials will be readily accessible in times of emergency.

Tools and parts shall not be removed for other use. Trial erections of one or more closure structures shall be made once each year, alternating the structures chosen so that each gate will be erected at least once in each 3-year period. Trial erection of all closure structures shall be made whenever a change is made in key operating personnel. Where railroad operation makes trial erection of a closure structure infeasible, rigorous inspection and drill of operating personnel may be substituted therefor. Trial erection of sand bag closures is not required. Closure materials will be carefully checked prior to and following flood periods, and damaged or missing parts shall be repaired or replaced immediately.

(2) *Operation.* Erection of each movable closure shall be started in sufficient time to permit completion before flood waters reach the top of the structure sill. Information regarding the proper method of erecting each individual closure structure, together with an estimate of the time required by an experienced crew to complete its erection will be given in the Operation and Maintenance Manual which will be furnished local interests upon completion of the project. Closure structures will be inspected frequently during flood periods to ascertain that no undue leakage is occurring and that drains provided to care for ordinary leakage are functioning properly. Boats or floating plant shall not be allowed to tie up to closure structures or to discharge passengers or cargo over them.

(f) *Pumping plants*—(1) *Maintenance.* Pumping plants shall be inspected by the Superintendent at intervals not to exceed 30 days during flood seasons and 90 days during off-flood seasons to insure that all equipment is in order for instant use. At regular intervals, proper measures shall be taken to provide for cleaning plant, buildings, and equipment, repainting as necessary, and lubricating all machinery Adequate supplies of lubricants for all types of machines, fuel for gasoline or diesel powered equipment, and flash lights or lanterns for emergency lighting shall be kept on hand at all times. Telephone service shall be maintained at pumping plants. All equipment, including switch gear, transformers, motors, pumps, valves, and gates shall be trial operated and checked at least once every 90 days. Megger tests of all insulation shall be made whenever wiring has been subjected to undue dampness and otherwise at intervals not to exceed one year. A record shall be kept showing the results of such tests. Wiring disclosed to be in an unsatisfactory condition by such tests shall be brought to a satisfactory condition or shall be promptly replaced Diesel and gasoline engines shall be started at such intervals and allowed to run for such length of time as may be necessary to insure their serviceability in times of emergency. Only skilled electricians and mechanics shall be employed on tests and repairs. Operating personnel for the plant shall be present during tests. Any equipment removed from the station for repair or replacement shall be returned or replaced as soon as practicable and shall be trial operated after reinstallation. Repairs requiring removal of equipment from the plant shall be made during off-flood seasons insofar as practicable.

(2) *Operation.* Competent operators shall be on duty at pumping plants whenever it appears that necessity for pump operation is imminent. The operator shall thoroughly inspect, trial operate, and place in readiness all plant equipment. The operator shall be familiar with the equipment manufacturers' instructions and drawings and with the "Operating Instructions" for each station. The equipment shall be operated in accordance with the above-mentioned "Operating Instructions" and care shall be exercised that proper lubrication is being applied all equipment, and that no overheating, undue vibration or noise is occurring. Immediately upon final recession of flood waters, the pumping station shall be thoroughly cleaned, pump house sumps flushed, and equipment thoroughly inspected, oiled and greased. A record or log of pumping plant operation shall be kept for each station, a copy of which shall be furnished the District Engineer following each flood.

(g) *Channels and floodways* — (1) *Maintenance.* Periodic inspections of improved channels and floodways shall be made by the Superintendent to be certain that:

(i) The channel or floodway is clear of debris, weeds, and wild growth;

(ii) The channel or floodway is not being restricted by the depositing of waste materials, building of unauthorized structures or other encroachments;

(iii) The capacity of the channel or floodway is not being reduced by the formation of shoals;

(iv) Banks are not being damaged by rain or wave wash, and that no sloughing of banks has occurred;

(v) Riprap sections and deflection dikes and walls are in good condition;

(vi) Approach and egress channels adjacent to the improved channel or floodway are sufficiently clear of obstructions and debris to permit proper functioning of the project works.

Such inspections shall be made prior to the beginning of the flood season and otherwise at intervals not to exceed 90 days. Immediate steps will be taken to remedy any adverse conditions disclosed by such inspections. Measures will be taken by the Superintendent to promote the growth of grass on bank slopes and earth deflection dikes. The Superintendent shall provide for periodic repair and cleaning of debris basins, check dams, and related structures as may be necessary.

(2) *Operation.* Both banks of the channel shall be patrolled during periods of high water, and measures shall be taken to protect those reaches being attacked by the current or by wave wash. Appropriate measures shall be taken to prevent the formation of jams of ice or debris. Large objects which become lodged against the bank shall be removed. The improved channel or floodway shall be thoroughly inspected immediately following each major high water period. As soon as practicable thereafter, all snags and other debris shall be removed and all damage to banks, riprap, deflection dikes and walls, drainage outlets, or other flood control structures repaired.

(h) *Miscellaneous facilities* — (1) *Maintenance.* Miscellaneous structures and facilities constructed as a part of the protective works and other structures and facilities which function as a part of, or affect the efficient functioning of the protective works, shall be periodically inspected by the Superintendent and appropriate maintenance measures taken. Damaged or unserviceable parts shall be repaired or replaced without delay. Areas used for ponding in connection with pumping plants or for temporary storage of interior run-off during flood periods shall not be allowed to become filled with silt, debris, or dumped material. The Superintendent shall take proper steps to prevent restriction of bridge openings and, where practicable, shall provide for temporary raising during floods of bridges which restrict channel capacities during high flows.

(2) *Operation.* Miscellaneous facilities shall be operated to prevent or reduce flooding during periods of high water. Those facilities constructed as a part of the protective works shall not be used for purposes other than flood protection without approval of the District Engineer unless designed therefor. (49 Stat. 1571, 50 Stat. 877; and 55 Stat. 638; 33 U.S.C. 701c; 701c-1) (Regs. 9 August 1944, CE SPEWF)

[SEAL]

J. A. ULIO,
Major General,
The Adjutant General.

[F. R. Doc. 44-12285; Filed, August 16, 1944; 9:44 a. m.]

FOR FIL

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 6, 1972

District Engineer
Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

Dear Sir:

The storm sewer that is proposed to act as a trunk outfall to the Columbia River from the I-205 watershed is on gravity flow at an elevation that will not drain an area contingent to the proposed Columbia Boulevard Interchange. The area is comprised of 93 acres with an estimated yearly run-off of 121 acre feet.

While this area now drains into the Columbia Slough, it was decided that this concentration of storm water from the pavement surfaces and contingent areas should not be introduced into the Columbia Slough for environmental reasons. An alternative to an outfall into the Columbia Slough is to pump into the trunk sewer leading to the Columbia River. A study of the storm intensity curves show that a two year storm would contribute 34.4 cfs at peak flow and a fifty year storm would contribute 62.5 cfs for 50.8 minutes until it would recede to 34.4 cfs.

From this data it has been decided to propose pumping all the storm water resulting from a two year storm frequency into the trunk sewer with a by-pass allowing storm water in excess of this amount to flow into the Columbia Slough. For the maximum design condition of a fifty year storm this quantity would be only about 28 cfs for a period of nearly an hour before dropping off to the design capacity of the pumps.

RECEIVED
NOV 7 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

This plan will insure that the pavement surfaces will be flushed into the trunk sewer with only the extreme crest of severe storms entering the Columbia Slough. Another significant benefit will be the almost complete elimination of the annual runoff from this area that is now entering the Columbia Slough that must be pumped to the river.

This plan was found acceptable when presented to members of your staff on September 19, 1972, at the Portland office of Mr. H. S. Coulter, Metropolitan Engineer for the Oregon Highway Division.

If you concur, please give us your approval so that we may proceed with the design on this basis.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh
cc: Neil Hosea
Ray Jaren
E. S. HUnter ✓
H. S. Coulter
R. E. Royer

8462

E. S. Hunter

[illegible]

FOR FILING

November 14, 1972

Port of Portland
Box 3529 Portland, Oregon 97208
503/233-8331
TWX 910-464-6151 FAX: FDH

George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

PORTLAND INTERNATIONAL AIRPORT - EAST PORTLAND FREEWAY STORM SEWER

Reference is made to your letter dated November 6, 1972 in which you requested Port concurrence in your plan for providing storm drainage for a 93-acre area immediately north of the proposed Columbia Boulevard interchange.

It is understood that the two-year frequency storm will be pumped into the joint City-County-State trunk sewer and will be discharged into the Columbia River. Runoff in excess of the two-year storm will bypass the pumping facility and flow into the Columbia Slough. The Columbia Slough presently serves as the drainage course for the entire 93-acre area.

We agree that this proposal will result in the enhancement of Columbia Slough water quality and will also reduce the drainage district's pumping requirement to some degree. Therefore, the Port of Portland hereby concurs with the proposed plan.

We appreciate the opportunity to comment on this proposal and are looking forward to the early completion of the entire I-205 project.

Keith Hansen
for

E. G. Westerdahl II
Executive Director

RECEIVED
NOV 16 '72
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

cc: H. S. Colter, Metropolitan Engineer

offices also in Tokyo
New York, Chicago, Washington D C

8462

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STATE HWY ENGR
NOV 15 '72
REFER TO
FOR

Info	Inves	MD	DIR	Sign	Act	File

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

November 8, 1972

RECEIVED
NOV 16 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. George Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

This is in response to Mr. Frank Hall's letter of November 6, 1972, requesting approval of a proposed plan to divert storm runoff currently draining into Columbia Slough from an area in West Multnomah County. This particular area is contingent to the proposed Columbia Boulevard Interchange in the proposed I-205 watershed and is comprised of 93 acres having an estimated yearly runoff of 121 acre-feet.

The proposed storm water diversion plan calls for pumping runoff from this area into the proposed trunk sewer serving the I-205 and discharging to the Columbia River. The capacity of this system will be sufficient to pump all the storm water resulting from a two-year storm frequency into the trunk sewer with a by-pass allowing storm water in excess of this amount to discharge into Columbia Slough. During a fifty year storm, the volume of runoff overflowing into Columbia Slough would be about 28 cfs and last about 1 hour.

The Department of Environmental Quality concurs with the proposed plan to divert storm runoff from this 93 acre area to the Columbia River via the trunk sewer serving the proposed I-205. This will benefit the Multnomah County Drainage District which has reached maximum pumping capacity in ridding peak storm runoff from the Columbia Slough drainage system. This proposal will also benefit water quality in the Columbia Slough since storm runoff normally contains high levels of pollutants. ?

NOTED
E. S. HUNTER

Sincerely,

L. B. Day
Director

ELQ:lb

cc: Frank Hall
cc: Fred Bolton
cc: Robert Gilbert

RECEIVED
NOV 16 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

TELEPHONE: (503) 229-5696

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 6, 1972

Mr. L. B. Day, Director
Department of Environmental Quality
Terminal Sales Building
1235 S.W. Morrison Street
Portland, Oregon 97205

Dear Mr. Day:

The storm sewer that is proposed to act as a trunk outfall to the Columbia River from the I-205 watershed is on gravity flow at an elevation that will not drain an area contingent to the proposed Columbia Boulevard Interchange. The area is comprised of 93 acres with an estimated yearly run-off of 121 acre feet.

While this area now drains into the Columbia Slough, it was decided that this concentration of storm water from the pavement surfaces and contingent areas should not be introduced into the Columbia Slough for environmental reasons. An alternative to an outfall into the Columbia Slough is to pump into the trunk sewer leading to the Columbia River. A study of the storm intensity curves show that a two year storm would contribute 34.4 cfs at peak flow and a fifty year storm would contribute 62.5 cfs for 50.8 minutes until it would recede to 34.4 cfs.

From this data it has been decided to propose pumping all the storm water resulting from a two year storm frequency into the trunk sewer with a by-pass allowing storm water in excess of this amount to flow into the Columbia Slough. For the maximum design condition of a fifty year storm this quantity would be only about 28 cfs for a period of nearly an hour before dropping off to the design capacity of the pumps.

RECEIVED
NOV 7 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

This plan will insure that the pavement surfaces will be flushed into the trunk sewer with only the extreme crest of severe storms entering the Columbia Slough. Another significant benefit will be the almost complete elimination of the annual run-off from this area that is now entering the Columbia Slough that must be pumped to the river.

This plan was found acceptable when presented to members of your staff on September 19, 1972, at the Portland office of Mr. H. S. Coulter, Metropolitan Engineer for the Oregon Highway Division.

If you concur, please give us your approval so that we may proceed with the design on this basis.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh
cc: Ed Quan
E. S. Hunter
H. S. Coulter
R. E. Royer

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FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 6, 1972

Mr. Edward G. Westerdahl
Executive Director
Port of Portland
P. O. Box 3529
Portland, Oregon 97208

Dear Mr. Westerdahl:

The storm sewer that is proposed to act as a trunk outfall to the Columbia River from the I-205 watershed is on gravity flow at an elevation that will not drain an area contingent to the proposed Columbia Boulevard Interchange. The area is comprised of 93 acres with an estimated yearly run-off of 121 acre feet.

While this area now drains into the Columbia Slough, it was decided that this concentration of storm water from the pavement surfaces and contingent areas should not be introduced into the Columbia Slough for environmental reasons. An alternative to an outfall into the Columbia Slough is to pump into the trunk sewer leading to the Columbia River. A study of the storm intensity curves show that a two year storm would contribute 34.4 cfs at peak flow and a fifty year storm would contribute 62.5 cfs for 50.8 minutes until it would recede to 34.4 cfs.

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RECEIVED
NOV 7 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

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This plan was found acceptable when presented to members of your staff on September 19, 1972, at the Portland office of Mr. H. S. Coulter, Metropolitan Engineer for the Oregon Highway Division.

If you concur, please give us your approval so that we may proceed with the design on this basis.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh
cc: Ken Weber
E. S. Hunter ✓
H. S. Coulter
R. E. Royer

8462 15 H

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 6, 1972

Mr. Leo F. White, Manager
Multnomah County Drainage District #1
10319 N. E. Marx Street
Portland, Oregon 97220

Dear Mr. White:

The storm sewer that is proposed to act as a trunk outfall to the Columbia River from the I-205 watershed is on gravity flow at an elevation that will not drain an area contingent to the proposed Columbia Boulevard Interchange. The area is comprised of 93 acres with an estimated yearly run-off of 121 acre feet.

While this area now drains into the Columbia Slough, it was decided that this concentration of storm water from the pavement surfaces and contingent areas should not be introduced into the Columbia Slough for environmental reasons. An alternative to an outfall into the Columbia Slough is to pump into the trunk sewer leading to the Columbia River. A study of the storm intensity curves show that a two year storm would contribute 34.4 cfs at peak flow and a fifty year storm would contribute 62.5 cfs for 50.8 minutes until it would recede to 34.4 cfs.

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NOTED
E. S. HUNTER

RECEIVED
NOV 7 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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This plan was found acceptable when presented to members of your staff on September 19, 1972, at the Portland office of Mr. H. S. Coulter, Metropolitan Engineer for the Oregon Highway Division.

If you concur, please give us your approval so that we may proceed with the design on this basis.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh
cc: E. S. Hunter ✓
H. S. Coulter
R. E. Royer

RECEIVED
OCT 1[illegible] 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

cc:
C. W. Hez
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
F. L. Hall
Victor Wölfe
C. T. Keasey
H. S. Cox
H. S. Coulter
Gary Ross
L. W. Rulien
Gary Sund

MCH: dps

DATE October 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Construction - Finance Agreement
Multnomah County and City of Portland
Drainage, I-205

A very sophisticated storm sewer system has been designed to handle anticipated storm run-off waters along the East Portland Freeway (I-205) from Kelly Butte to the Columbia River. Extensive engineering studies demonstrate that an increase in design capacities required for highway run-off would allow the system to be utilized for the disposal of storm water from adjacent areas.

The studies, conducted jointly by engineers of the State Highway Division, Multnomah County, and the City of Portland, clearly indicate that an increase in design capacities would allow the County to utilize the system for the disposal of approximately 540 cfs (at peak flow) of storm drainage at a cost of $2,500,000, and the City approximately 100 cfs (at peak flow) at a cost of $500,000. All parties agree that a joint venture is an economical and feasible method for disposition of storm run-off water. Both the County and City are being allowed a five-year period to pay their participating shares.

Designs for this nearly $9,000,000-system were developed only through and exchange of highly complex technical data gathered by each participating agency. This agreement, and the completed storm sewer system, may well serve as an outstanding example of cooperation between the Federal, State, County, and City governmental agencies in an attempt to provide adequate drainage facilities to a large area which has experienced chronic flooding problems for a number of years.

This matter will be presented for your consideration at the October 31 meeting. We recommend your approval and request authority for the Secretary to sign both agreements for and on your behalf.

8262.

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 27, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. T. P. Rogers

Re: Storm Sewer Installation
S. Banfield Interchange-S.E. Market Street Section
East Portland Freeway
Multnomah County
Your File: D 315-2-130

Gentlemen:

On July 28, 1972, I sent you a plan and profile of the proposed 102-inch monolithic concrete sewer pipe which will be installed under your tracks on the above captioned project.

Since then, you have requested a railroad station and the angle of intersection of the center lines of the proposed storm sewer and your track. This was supplied with our letter dated September 1, 1972.

In a recent telephone conversation with your Mr. Scanlon, he requested the design details of the pipe which will be installed. Herewith you will find four prints of our Bridge Drawing No. B-512 showing the details of this installation. The specifications and final plans will be submitted to you as soon as they are available.

Bids for this project are currently scheduled to be opened March 29, 1973, but it will be appreciated if you could have the permit for this installation in our hands as soon as possible since it may be possible to clear this project for construction at an earlier date.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: E. S. Hunter
W. J. Hart
F. L. Hall
H. S. Coulter
Jack Hesla

NOTED
E. S. HUNTER

RECEIVED
SEP 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8462

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FOR [illegible]
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 28, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Storm Sewer Installation
S. Banfield Interchange-S.E. Market Street Section
East Portland Freeway
Multnomah County

Gentlemen:

On November 30, 1972, the State plans to open bids for the construction of a storm sewer throughout the above captioned section. This will cross under your tracks as shown on the plan and profile enclosed, immediately south of the Halsey Street overcrossing.

At the point this sewer will pass under your tracks, you can see the flow line will be approximately 35 feet below your grade. The pipe will be a 102-inch monolithic concrete pipe.

Please review this information and advise if this is acceptable to the Railroad and if so proceed with the preparation of the appropriate easement or permit to authorize this installation.

Additional details will be submitted as they become available.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

NOTED
F. B. KLABOE

cc: F. B. Klaboe
F. L. Hall w/plan and profile
H. S. Coulter "
Jack Hesla "

RECEIVED
JUL 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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To Tom Edwards
Copy to reading

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

July 20, 1972

7-27-72
Hunter

Mr. George Baldwin
Administrator of Highways
OREGON STATE HIGHWAY DIVISION
Highway Building
Salem, Oregon 97310

Re: Joint County-City-State
Storm Sewer, East Portland
Freeway

Dear Mr. Baldwin:

We have received the June 30, 1972 proposed joint County-City-State Storm Sewer plan for the East Portland Freeway, extending from Kelly Butte north to the Columbia River.

The Port of Portland preliminary plan proposes to construct a hydraulic fill extending about 3,700 feet into the present Columbia River channel with the formation of a boat basin easterly of the future highway near the present shoreline.

A 138-inch diameter storm sewer pipe with a diversion structure serving as a spillway discharging to the boat basin is proposed. A 90-inch diameter line will be extended from the diversion structure 3,700 feet to the Columbia River. As a result, storms of a two-year frequency will bypass the boat basin and discharge directly to the Columbia River. It is estimated by your staff that undesirable solids, oils and grease on the pavement surface would be flushed into the Columbia River channel before the spillway becomes operative, allowing relatively uncontaminated storm runoff to spill into the boat basin during periods of flow exceeding the capacity of the 90-inch sewer.

The Department of Environmental Quality has no objection to the proposed storm sewer discharge to the main Columbia River with a spillway into the boat basin.

NOTED
E. S. HUNTER

RECEIVED
JUL 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

L. B. Day
Director

Noted
Gary L. Ross

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JUL 24 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
JUL
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

ELQ:ak

cc: Frank Hall, State Highway Division, Salem
cc: Portland District Office

TELEPHONE: (503) 229-5696

OREGON STATE
HIGHWAY DIVISION

June 30, 1972

Mr. L. B. Day, Director
Department of Environmental Quality
Terminal Sales Building
1235 S.W. Morrison Street
Portland, Oregon 97205

Dear Mr. Day:

Re: Joint County-City-State Storm Sewer
East Portland Freeway

In planning the unit of the East Portland Freeway from Kelly Butte north to the Columbia River, studies were made of the feasibility of sizing the trunk storm sewer to contain storm run-off from areas adjacent to the highway corridor that will develop as the responsibility of the City of Portland and Multnomah County.

Preliminary plans prepared for the Port of Portland propose hydraulic fill to extend approximately 3,700 feet into the present river channel with a boat basin formed easterly of the future highway roadbed and near the present shore line. A storm sewer pipe 138" in diameter will be required to contain peak run-off.

The boat basin could normally be considered as the logical outfall for this sewer pipe except for contamination to some degree from oils and dirt from highway and street surfaces. These contaminants will be flushed from the pavement surfaces in the early stages of the most severe storms. We, therefore, propose to bypass the boat basin by extending the sewer pipe the additional 3,700 feet using a 90" diameter pipe that will contain a storm of a two year frequency with a diversion structure opposite the boat basin that will act as a spillway into the basin for storm water exceeding the capacity of the 90" pipe. All the undesirable solids, oils and grease on the pavement surface should be flushed off before the spillway becomes operative. Storm water entering the basin free from contaminants should be beneficial in flushing out the basin.

NOTED
E. S. HUNTER

Received
7-3-72

Financial agreements based on this engineering design data are being negotiated by the State to include the City and County areas within the contributing watershed. The cost of the spillway plan is $500,000 less than extending the larger size pipe beyond the basin, and this amount is critical in budgeting the necessary funds.

Since the joint sewer plan will result in long term ecological benefits and economy to the metropolitan area, we ask your concurrence in the plan as presented with a spillway into the boat basin. A map showing the location of the highway and sewer in relation to the proposed hydraulic dredge work is enclosed. We will appreciate an early reply giving us your recommendation.

If you have any questions, please ask.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall

Frank L. Hall
Design Engineer

FLH:jh
cc: E. S. Hunter ✓
K. N. Weber
Robert E. Gilbert
C. T. Christianson
H. S. Coulter

RECEIVED
AUG 18 1972
FOR FILING

8-62

1 5 p.

Copies To:
Edwards
Keatna
Hunter
Johnson
Kessay
Young
R12

Port of Portland

Box 3529 Portland Oregon 97208
503 233-8331
TWX 910 464 [illegible] FAX FDH

July 7, 1972

George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

PORTLAND INTERNATIONAL AIRPORT - EAST PORTLAND FREEWAY STORM SEWER

Pursuant to your letter dated June 30, 1972, the Port of Portland hereby concurs with the State Highway Division's plan to bypass excess storm runoff from the proposed joint City-County-State storm sewer in the east Portland freeway corridor (I-205) to the proposed boat basin (Columbia Bay). The development of Columbia Bay is planned by the Port as part of the expansion program for Portland International Airport. However, Port concurrence should not be interpreted as an acceptance of responsibility for any possible degradation of water quality in the Columbia River or within the limits of the proposed boat basin which might be attributable to the drainage system.

It is understood that, in addition to Port concurrence, approval of the plan will be obtained from the Department of Environmental Quality and other appropriate concerned agencies.

Although this plan appears to be compatible with Port plans for the expansion of the Airport including the development of recreational areas and the construction of the relocated levee, it is requested that future planning and design continue to be closely coordinated with our staff.

We appreciate the opportunity to comment on this proposal.

Ed Westerdahl II

Edward G. Westerdahl II
Executive Director

RECEIVED
JUL 1[illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc: H. S. Coulter
Metropolitan Engineer

Noted
Gary L. Ross

Noted
GEORGE M. BALDWIN

OREGON STATE
HIGHWAY DIVISION

June 30, 1972

Mr. Edward G. Westerdahl
Executive Director
Port of Portland
P. O. Box 3529
Portland, Oregon 97208

Dear Mr. Westerdahl:

Re: Joint County-City-State Storm Sewer
East Portland Freeway

In planning the unit of the East Portland Freeway from Kelly Butte north to the Columbia River, studies were made of the feasibility of sizing the trunk storm sewer to contain storm run-off from areas adjacent to the highway corridor that will develop as the responsibility of the City of Portland and Multnomah County.

Preliminary plans prepared for the Port of Portland propose hydraulic fill to extend approximately 3,700 feet into the present river channel with a boat basin formed easterly of the future highway roadbed and near the present shore line. A storm sewer pipe 138" in diameter will be required to contain peak run-off.

The boat basin could normally be considered as the logical outfall for this sewer pipe except for contamination to some degree from oils and dirt from highway and street surfaces. These contaminants will be flushed from the pavement surfaces in the early stages of the most severe storms. We, therefore, propose to bypass the boat basin by extending the sewer pipe the additional 3,700 feet using a 90" diameter pipe that will contain a storm of a two year frequency with a diversion structure opposite the boat basin that will act as a spillway into the basin for storm water exceeding the capacity of the 90" pipe. All the undesirable solids, oils and grease on the pavement surface should be flushed off before the spillway becomes operative. Storm water entering the basin free from contaminants should be beneficial in flushing out the basin.

NOTED
E. S. HUNTER

Received
7-3-72

Financial agreements based on this engineering design data are being negotiated by the State to include the City and County areas within the contributing watershed. The cost of the spillway plan is $500,000 less than extending the larger size pipe beyond the basin, and this amount is critical in budgeting the necessary funds.

Since the joint sewer plan will result in long term ecological benefits and economy to the metropolitan area, we ask your concurrence in the plan as presented with a spillway into the boat basin. A map showing the location of the highway and sewer in relation to the proposed hydraulic dredge work is enclosed. We will appreciate an early reply giving us your recommendation.

If you have any questions, please ask.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall

Frank L. Hall
Design Engineer

FLH:jh
cc: E. S. Hunter ✓
K. N. Weber
Robert E. Gilbert
C. T. Christianson
H. S. Coulter

8462

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RECEIVED
JUN 30 1972

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 29, 1972

TO MEMORANDUM TO THE FILES

FROM Frank L. Hall
Design Engineer

SUBJECT Joint Storm Sewer on the
Eastbank Freeway

On June 28 the following personnel met at the Metropolitan Office to discuss a proposed plan for the joint storm sewer outfall into the Columbia River and boat basin.

C. T. Christianson	Federal Highway Administration
Jerry Hadley	Corps of Engineers
K. N. Weber	Port of Portland
Leo F. White	Multnomah Drainage District
Robert E. Gilbert	Dept. of Environmental Quality
Frank L. Hall	Oregon State Highway Division
H. S. Coulter	Oregon State Highway Division
Jerry Rein	Oregon State Highway Division
K. D. Limbocker	Oregon State Highway Division
Don Byard	Oregon State Highway Division

The plan presented is to reduce the size of the 138" pipe to a 90" pipe at a point opposite the proposed boat basin. A diversion structure at this point would act as a spillway diverting water in excess of the 90" capacity into the boat basin. This plan presents a savings of nearly $500,000 over that of extending the 138" pipe to the proposed revised Columbia River channel. All the personnel representing the agencies listed agreed that this plan was acceptable. Confirming letters will be requested from Mr. Westerdahl of the Port of Portland and Mr. L. B. Day, Department of Environmental Quality.

Another subject discussed was problems that can be foreseen in using the Columbia Slough as an outfall for storm water accumulating at the railroad undercrossing. We are to prepare and submit a plan for study by the Dept. of Environmental Quality and the Drainage District.

RECEIVED
JUN 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTE

FLH:jh

cc: E. S. Hunter ✓
H. S. Coulter
C. T. Christianson

8462 RECEIVED
JUN 1 1972

FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 14, 1972

SUBJECT: Joint State-County Storm Sewer
East Portland Freeway (I-205)
Multnomah County

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

Attached hereto is a suggested draft of a letter-form agreement with Multnomah County pertaining to installation of a storm sewer along I-205.

The cost estimate for the total storm sewer is to be attached to the agreement, but is not available as yet.

The County has verbally agreed to participate in the amount of $2,500,000. This amount is considered ample to cover their obligation.

Please give this matter your consideration and, if you approve, forward to the Design Section for their review, comment and return to this office for preparation in final form.

Mainor

Mainor C. Holmes
Office Engineer
County and City Section

MCH:ljt

NOTED
F. B. KLABOE

Att.

cc: F. B. Klaboe

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

84.12

RECEIVED
APR 12 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
April 10, 1972

SUBJECT:

To:

Mr. L. H. Young
Programing Engineer

NOTED
F. B. KLABOE

PROGRAMING

This will reply to your April 6 letter requesting the earliest dates we would have right-of-way clear on the remaining sections of the East Portland Freeway.

South Banfield Interchange - SE Market [Sewer] - There are at present six files yet to be negotiated. In addition, two more files are needed - Union Pacific Railroad and Fred Meyer. The two remaining files will presumably be held up because of the environmental impact statement. If descriptions can be written on the two needed files and immediate approval secured to proceed acquiring them, we should be able to meet the July 1972 bid opening date as it appears on the present schedule.

SE Bush - SE Foster Road - There are 25 active files plus 30 additional files which are presently on hold [partial takings]. The 30 files on hold now need environmental impact statement clearance. If we can get immediate approval from FHWA to appraise these 30 files and compute additives so that we can proceed with negotiation on August 1, we should be able to contract in January of 1973.

Columbia River - UPRR - There are four files active on this section; however, the glass company has a serious problem of closing down. The Metropolitan Engineer has been involved in the negotiation and it is anticipated that we will not be able to contract this section until June of 1973.

UPRR - NE Morris Street - There are 30 active files on this section plus three files which are on hold and will need to wait on the environmental impact statement clearance. It is anticipated that May of 1973 will be the earliest date we can go to contract.

Morris Street - Salmon Street - There are 38 active files plus one file on hold. The earliest contracting date is April 1973.

Salmon Street - Bush Street - There are 48 active files, one inactive file, and 12 more files are needed. The inactive file plus the additional files will need environmental impact statement clearance. It is anticipated that April 1973 will be the earliest contracting date.

Banfield Interchange - There are 27 active files, five files on hold, and an additional 30 files will be needed for the North Banfield Interchange and 31 additional files will be needed for the South Banfield Interchange. If the additional files can be written immediately and FHWA approval secured for their immediate appraisal, it is anticipated that we could contract in August of 1973.

Mt. Hood Interchange - There are at present 22 active files and an additional 33 descriptions are needed. If the descriptions can be written immediately and FHWA approval secured to appraise them, we should be ready to contract in September of 1973. This date would need to be tempered with the Barlow School problem. It is my hope that by the September 1973 school year the additional classrooms will be ready at the other schools in the area where the students will attend in place of Lents School.

D. H. Moehring
Right of Way Engineer

DHM:JP
cc F. B. Klaboe ✓
E. S. Hunter
F. L. Hall

RECEIVED
APR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

15

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 21, 1972
Salem, Oregon

SUBJECT:

To: MEMORANDUM TO THE FILES
F. B. Klaboe
E. S. Hunter
F. E. Terpin
A. D. Olson
H. S. Coulter

On the afternoon of March 17, 1972, Robert Nordlander called me to tell me that the County had approved a joint-use sewer on I-205 under the following conditions:

1. Cost be limited to $2,250,000.
2. Cost to be budgeted over 5 years.
3. They be given sewer capacity of 727 cfs.

NOTED
F. B. KLABOE

The estimated cost for a joint-use sewer to the County is $3,500,000 for 617 cfs, which means that the County will not participate on this basis. I have asked Jerry Rein to contact the County engineering personnel to review their plan to see if any modification is feasible.

Frank L. Hall
Frank L. Hall
Design Engineer

FLH:jh

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date

NOTED
TOM EDWARDS

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Eles
BY DEPUTY STATE HIGHWAY ENGINEER
Info

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LLOYD E. ANDERSON
CITY COMMISSIONER

CITY OF PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
OFFICE OF CITY ENGINEER

JAMES L. APPERSON
CITY ENGINEER

1220 S.W. 5TH AVENUE
PHONE 228-6141

March 20, 1972

Mr. George Baldwin
Highway Division Administrator
138 State and Capital Streets
Salem, Oregon 97310

Attention: Mr. Ed Hunter
Assistant State Highway Engineer

Dear Sir:

Pursuant to the discussion at our meeting of January 31, 1972, with Mr. F. Klaboe and other members of the State Highway Department, our engineering staff has been working with the State Metropolitan Office to determine the feasibility of a City-State joint venture in the construction of the I-205 storm sewer.

As a result of these meetings, a plan was developed by which the City could purchase for $500,000 a fixed peak capacity that would serve the future needs of the City.

The City of Portland hereby requests that you prepare an agreement for the City participation of $500,000 in four equal yearly installments in the I-205 freeway storm sewer project.

Funds for the first installment have been budgeted in the 1972-73 fiscal year budget and will become available July 1, 1972.

Very truly yours,

James L. Apperson

JAMES L. APPERSON, P.E.
CITY ENGINEER

RGS:dm

cc: Mr. T. Edwards, State Highway Engineer
cc: Lloyd E. Anderson, Commissioner of Public Works

NOTED
E. S. HUNTER

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8462 15

RECEIVED
MAR 17 1972

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

March 8, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: F. B. Klaboe
Deputy State Highway Engineer

Gentlemen:

We have read with great interest your letter of February 29, 1972 regarding alternative proposals for a storm sewer system for the I-205 Freeway between Division and the Columbia River.

This Department would most certainly support the proposal for a joint system to serve the adjacent areas of the City of Portland and Multnomah County as well as the Freeway. As you know, satisfactory handling of storm water in urban areas usually benefits sewage disposal by reducing the entry of storm water into sewage disposal systems. We recognize that the problems of financing such a system are significant and wish we were able to offer something more than moral support for this effort.

We encourage your continued efforts toward financing a joint storm sewer system.

Very truly yours,

L. B. Day
Director

HLS:ak

NOTED
R. L. SCHROEDER

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Royer
3-17-72

TELEPHONE: (503) 229-5696

RECEIVED
MAR 1 1972

FOR FILING

E P F

February 29, 1972

Mr. L. B. Day, Director
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

Dear Mr. Day:

Storm Sewer System
Columbia River-Division Street Section
East Portland Freeway (I-205)
Multnomah County

In designing Interstate 205 through the east side of Portland, we have laid out a storm sewer system to pick up the water collected from the freeway roadbed and cut slopes. The water collected from approximately Division Street northerly would be carried along the freeway and deposited in the Columbia River.

We have worked with the City of Portland and Multnomah County to determine the merits of expanding the capacity of our system. Added capacity will allow the City and the County to use the same conduit as the outfall for storm drainage systems which will be needed in their areas along the freeway. The problems of financing and relative costs of constructing their own outfalls versus participating in the additional cost to enlarge our facility have not been finalized.

The quantities of water which would be expected to use this facility would vary from approximately 450 cfs if neither the City nor the County choose to participate in the joint development and use of the system, to approximately 1,350 cfs if both elect to provide for the total areas tentatively assigned to drain through this system. The system as designed will allow a direct gravity flow into the river by use of pressure pipe and will not require pumping over the dike, thereby saving a continuing maintenance expense.

This is brought to your attention for your information and comments. If you have any questions, please let me know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

ADO:jg ia

bc Tom Edwards
   E. S. Hunter
   F. L. Hall
   H. S. Coulter

ATTACHMENT C

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency Clackamas County Service District No. 1   902 Abernethy Road, Oregon City, Oregon 97045 Address

Contact Person John C. McIntyre Director of Public Works   503 655-3311 Phone

1. Project Location

Administrative District 2   City

County Clackamas   Special District(s) (if applicable) Clackamas County Service District No. 1

Other affected jurisdictions/agencies CRAG

2. Federal Program

Common Program Name Water and Sewer Facilities Grant Program

Authorizing Legislation (Public Law No. and Title) Section 702, Housing & Urban Development Act of 1965, Public Law 89-117

Fed. Admin. Agency: Dept. Department of Housing and Urban Development

Agency

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $1,500,000   Source of State Agency Share (if any)

Local Applicant Share $6,080,000   General Fund --

*State Agency Share --   Other Funds (specify) --

Other (specify) --

TOTAL $7,580,000   *Total State Agency Share --

*Indicates totals should be equal.

4. Estimated Application Filing Date March 1972

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.) Approximately 355,200 lineal feet of main and lateral sewer lines (varying from 8"-15" in diameter) are to be constructed in the developed areas of this Service District which is located in Clackamas County. The interceptors are presently under construction. (See Enclosures).

PROJECT SUMMARY

Clackamas County Service District No. 1

CONSTRUCTION

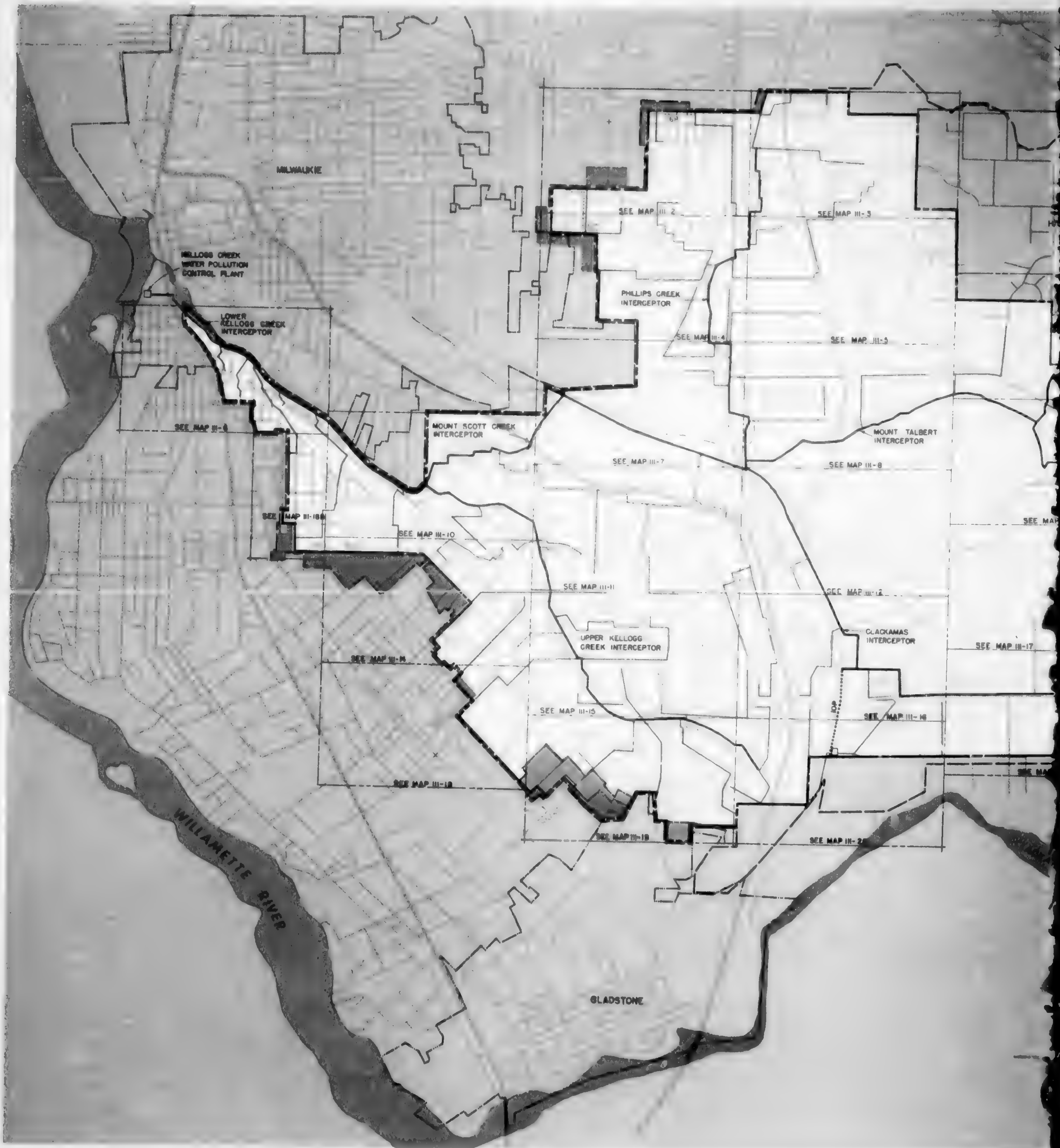
Main & Lateral Sewers: (Sizes vary from 8" to 15" in diameter)

LENGTH	LOCATION	CONST. COST
36,200	Lower Kellogg Creek Collection System	$ 440,000
103,700	Upper Kellogg Creek Collection System	$1,465,000
59,300	Mt. Scott Creek Collection System	$ 885,000
32,000	Clackamas Creek Collection System	$ 430,000
57,800	Upper Phillips Creek Collection System	$ 790,000
51,500	Lower Phillips Creek Collection System	$ 710,000
15,300	Mt. Talbert Collection System	$ 180,000

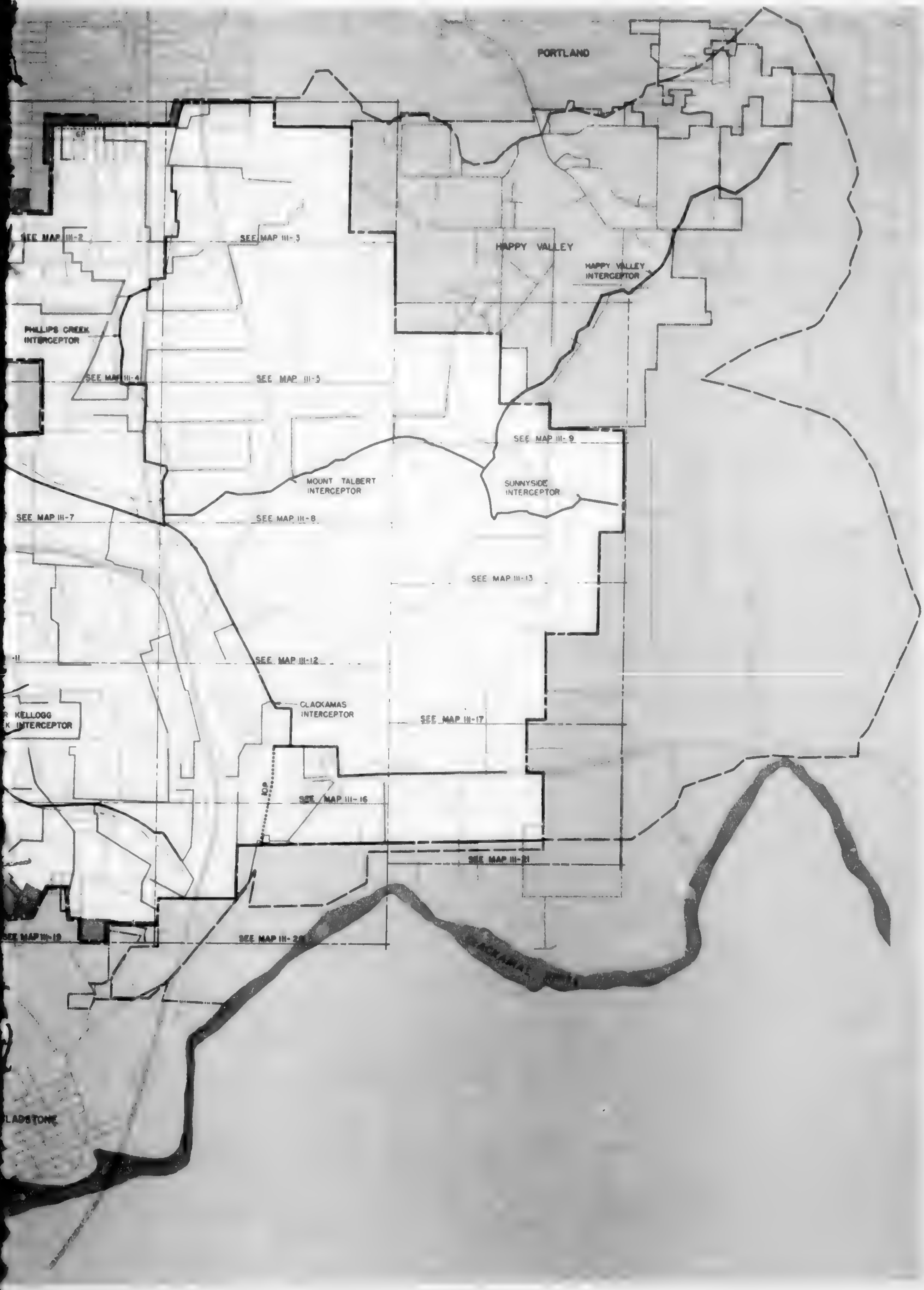
TOTAL ESTIMATED CONSTRUCTION COST	$4,900,000
ROCK ALLOWANCE	425,000
CONSTRUCTION CONTINGENCIES	268,300

PROJECT COSTS ASSOCIATED WITH CONSTRUCTION PROJECTS

A. Engineering	$1,009,600
B. Other	949,600
REPAYMENT OF STUDY LOAN	$ 27,500
TOTAL ESTIMATED PROJECT COST	$7,580,000


MILWAUKIE
KELLOGG CREEK
WATER POLLUTION
CONTROL PLANT
LOWER
KELLOGG CREEK
INTERCEPTOR
SEE MAP III-2
SEE MAP III-3
PHILLIPS CREEK
INTERCEPTOR
SEE MAP III-4
SEE MAP III-5
SEE MAP III-6
MOUNT SCOTT CREEK
INTERCEPTOR
MOUNT TALBERT
INTERCEPTOR
SEE MAP III-7
SEE MAP III-8
SEE MAP III-18
SEE MAP III-10
SEE MAP III-11
SEE MAP III-12
UPPER KELLOGG
CREEK INTERCEPTOR
CLACKAMAS
INTERCEPTOR
SEE MAP III-17
SEE MAP III-14
SEE MAP III-15
SEE MAP III-16
SEE MAP III-18
SEE MAP III-19
SEE MAP III-2
WILLAMETTE RIVER
GLADSTONE

P4981.0


PORTLAND
HAPPY VALLEY
HAPPY VALLEY INTERCEPTOR
SEE MAP III-2
SEE MAP III-3
PHILLIPS CREEK INTERCEPTOR
SEE MAP III-4
SEE MAP III-5
SEE MAP III-9
MOUNT TALBERT INTERCEPTOR
SUNNYSIDE INTERCEPTOR
SEE MAP III-7
SEE MAP III-8
SEE MAP III-13
SEE MAP III-12
CLACKAMAS INTERCEPTOR
KELLOGG
K INTERCEPTOR
SEE MAP III-17
SEE MAP III-16
SEE MAP III-21
SEE MAP III-19
SEE MAP III-20
CLACKAMAS RIVER
LADSTONE

LEGEND - MAP III-1 THROUGH III-21

— - —	DISTRICT BOUNDARY
— — — ·	ULTIMATE BOUNDARY
— — —	CITY LIMITS
——	INTERCEPTOR SEWER
[ ]…………	PUMP STATION AND PRESSURE MAIN (INTERCEPTOR SYSTEM)
SEE MAP III-3	MATCH LINES FOR MAPS III-2 - III
▨	TERRITORY IN ORIGINAL SERVICE DIST BOUNDARY ANNEXED TO THE CITY OF GL
·——●	PROPOSED MAIN AND LATERAL SEWER 8 INCHES UNLESS INDICATED OTHERWIS
— —	PUMP STATION AND PRESSURE MAIN (MA
▨	AREAS SUGGESTED FOR BOUNDARY REVIE
░	CITY OF HAPPY VALLEY
—	OAK LODGE SANITARY DISTRICTS BOUND
~	RIVERS OR CREEKS
●.	ACRES FLOW-CUBIC FEET PER SECOND

N

2000 0 2000

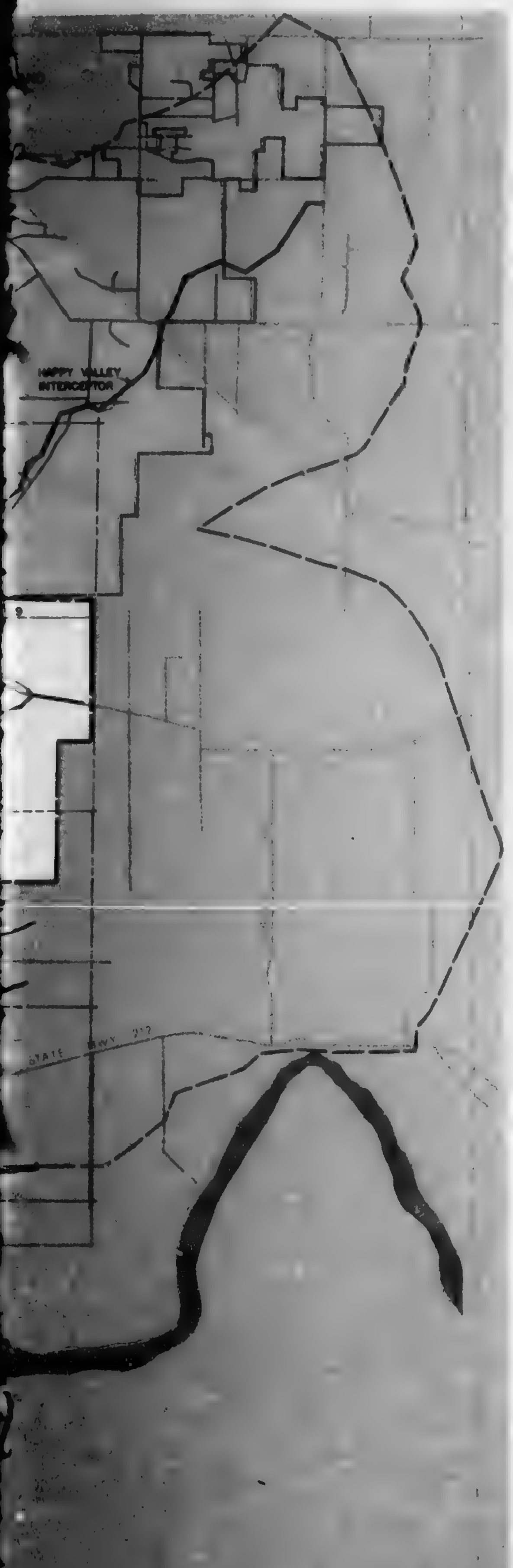
SCALE IN FEET

MAP III-1

CLACKAMAS COUNT
SERVICE DISTRICT N

GENERAL MAIN SY
AND INDEX SHE

CORNELL, HOWLAND, HAYES &
Engineers and Planners
SEATTLE CORVALLIS BOISE



LEGEND - MAP III-1 THROUGH III-21

DISTRICT BOUNDARY

ULTIMATE BOUNDARY

CITY LIMITS

INTERCEPTOR SEWER

PUMP STATION AND PRESSURE MAIN (INTERCEPTOR SYSTEM)

SEE MAP III-3 MATCH LINES - FOR MAPS III-2 - III-21

TERRITORY IN ORIGINAL SERVICE DISTRICT BOUNDARY ANNEXED TO THE CITY OF GLADSTONE

10" PROPOSED MAIN AND LATERAL SEWER - ALL PIPES 8-INCHES UNLESS INDICATED OTHERWISE

6F PUMP STATION AND PRESSURE MAIN (MAIN SYSTEM)

AREAS SUGGESTED FOR BOUNDARY REVIEW

CITY OF HAPPY VALLEY

OAK LODGE SANITARY DISTRICTS BOUNDARY

RIVERS OR CREEKS

ACRES
FLOW-CUBIC FEET PER SECOND

MAP III-1

CLACKAMAS COUNTY
SERVICE DISTRICT NO. 1

GENERAL MAIN SYSTEM
AND INDEX SHEET

CORNELL, HOWLAND, HAYES & MERRYFIELD
Engineers and Planners
SEATTLE CORVALLIS BOISE PORTLAND

84-6.21

13

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DEC 13 1971
FOR FILING

Salem, Oregon
December 10, 1971

R. L. Schroeder
Metropolitan Engineer

PORTLAND

Storm Sewer Tunnel
S. Banfield Interch.-
S. E. Market St. Section
East Portland Freeway
Bridge 13573

Enclosed is one copy of the preliminary estimate calculations, profiles and foundation data for the proposed storm sewer tunnel on the East Portland Freeway. Data is included for both the 72-84-inch State-use-only storm sewer and for the 120-inch combiend State-city-county storm sewer.

This material is being sent to you for your review and for review and discussion with the City and/or County. If the City and County should decide to participate in the 120-inch combined-use system, a commitment on financial participation will be necessary.

A. E. Johnson
Assistant State Highway Engineer

Enc.

cc R. L. Porter
Tom Edwards
Ivan Merchant
H. S. Cox
Frank Hall

WH:dh ja

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SEP 7 - 197
FOR FILE

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 25, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

9-10-71
RED TO

SUBJECT: Oregon Project I-205-7(2)301
Columbia River - Division Street Section
East Portland Freeway

The outfall sewer data submitted under Mr. Hall's June 10 memorandum has now been reviewed by our Regional Hydraulics Engineer and the Design Branch. Their comments are as follows:

1. Our check indicates that the pipe sizes are satisfactory for the design conditions used. The only exception to this is the 78-inch CMP which is proposed for the outfall to the Columbia Slough. We suggest that the size be reviewed at this location.

2. We suggest that the final design procedure include the calculations for the hydraulic profile for the various reaches of conduit.

3. It appears that the coefficient of runoff for each increment area that is added to the system is influenced by the weighted coefficient from all of the area above that inlet. We are of the understanding that the weighted coefficient of runoff used to determine the quantity of flow added at a given station should be independent of the coefficient used to determine the discharge above that station.

4. This design procedure does not provide for energy losses at the manholes. We recommend that these losses be provided for.

5. We assume that the results of alternate studies to the State's tunnel plan will be included in their formal submission to you.

Early last week Mr. Hall was verbally advised by Messrs. Valach and Christianson to proceed with review and negotiation with the City and County. The comments offered herein should not alter your work with the City and County but should be considered in arriving at a final design estimate. If you have any questions, we will be happy to arrange a meeting with the interested parties to secure clarification of the Federal interests involved.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Subj: Outfall Sewer
Columbia Slough-Division Street
I-205 Freeway

Transmitted herewith is a print showing the drainage area used in the design of the storm sewer for the subject section. The numbered subdivisions of the area index the computations for the run-off that determined the size of the sewer. These computation sheets and estimated cost for the trunk sewer are enclosed with the print. The cost does not include the extension of the sewer from the Columbia Slough to the river. This unit will be submitted later after the subject unit has been reviewed by your office.

The data covers only the storm water that we have determined would enter the freeway sewer system from surface run-off.

The City of Portland and Multnomah County have shown interest in a cost sharing plan to provide a larger size sewer that will handle storm water from areas outside the limits shown on the map.

If the data submitted receives your approval, we will meet with City and County representatives to discuss their financing of a larger system.

Very truly yours,

K. B. Klaboe
Assistant State Highway Engineer

By

Frank L. Hall
Design Engineer

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JUN 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

FLH:jg
Enclosure
cc: F. B. Klaboe

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FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 10, 1971

SUBJECT: Storm Water
I-205 at Columbia Slough

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Salem

After a series of meetings on the joint outfall sewer on I-205, it is evident that neither the present drainage system nor Multnomah Drainage District could handle the 1325 cfs storm water. There are several alternates that could be adopted:

1. The construction of a pipe siphon from Marine Drive south to about N. E. Mark Street.
2. Install a pumping station to handle this 1325 cfs of storm water.
3. Split the storm water being added to the system by the City and the County at Washington Street, taking a portion of this storm water down the Mt. Hood Freeway corridor. This would reduce the amount of water to be pumped by 700 cfs but increases the over-all sewer costs to the City and County by 2 million dollars.
4. Install a separate system for the I-205 storm water from Market Street north and either pump this 200 cfs or construct a pipe siphon. This would increase the cost of the City's and County's share for an outfall sewer. This would, however, simplify our problems.

Mr. Frank Hall is reviewing the I-205 outfall sewer proposals. He will make cost and feasibility studies of the various proposals.

NOTED
F. B. KLABOE

R. L. Schroeder
Metropolitan Engineer

by J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
cc: Frank Hall
Bill Tebeau
Ted Litchfield
Jack Hesla
K. D. Limbocker

3-16-71

Hall; I think we should propose alt. #3 to City-Co. and use a 72" pipe to cover our requirements for drainage & ground water. FBK.

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 9, 1971

SUBJECT: I-205
Multnomah Drainage District No. 1

To Memo To The Files

A meeting, arranged by Mr. Tor Lyshaug, to discuss the future problems of the Drainage District, was held at 1:00 PM, Friday, March 5, 1971. Present were representatives from:

Multnomah County
Multnomah Drainage District No. 1
City of Portland
Corps of Engineers
Federal Highway Administration
Port of Portland
State Highway Division

Mr. Lyshaug opened the meeting by identifying the problem and those involved. Basically the problem is increasing the input of storm water to the Drainage District to tenfold their existing pumping capacity. The implimentation of the I-205 outfall sewer in the forseeable future points up the impending problem and the need for planning.

The Corps of Engineers is currently engaged in a study of this area which will be completed in one year . They were not aware of the extent of storm drainage which would be added by the County's comprehensive plan. These figures will be incorporated in said study.

Discussion of pumping facilities to handle the amount of water to be put into the Drainage District indicated that approximately five million dollars would be required for the pump house and one million for ditching.

The Drainage District is considering a consultant study to help define their problem and prepare solutions. They are in need of funds.

The Corps of Engineers indicated they would help in any way possible except financial.

Neither the City or the County have funds readily available. The FHWA stated their participation was limited to funds allocated through the Highway Division.

The various agencies will continue the study of the problems and a second meeting will be scheduled for the middle of April.

METROPOLITAN ENGINEER
RECEIVED
MAR 9 1971
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MCE ☐ MTE

K. D. Limbocker
Metropolitan Engineer

KDL:pb

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FORM E-30X—50M—2-66 SP*23500.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 3, 1966

To: MEMO TO THE FILE

SUBJECT: East Portland Freeway
Prefix: 626-1909

Conversation on August 2 with Mr. Kalinoski, Assistant Multnomah County Roadmaster, disclosed the following:

Multnomah County has talked with Multnomah County Drainage District No. 1 regarding the disolving of the Drainage District into a County Service District to handle both drainage and sewers. The Drainage District has indicated they are interested and want to pursue the matter further, but are withholding any further action pending a November vote on the Multnomah County Home Rule Charter. They are concerned as to whether or not they will be under the Home Rule. If the change in districts were to be effected, it would require a Drainage District vote to disolve and a Multnomah County vote to form a service district.

At present, it appears we should plan to either provide our own pumping station for drainage from I-205 or dispose of our drainage water into existing sloughs and depend on the Drainage District to provide pumpage and be subject to their prevailing tax and fees.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc F. B. Klaboe
F. D. Morgan;
Attn. D. J. Barbee

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FORM E-30X—50M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 23, 1966

To: MEMO TO THE FILE

SUBJECT: Conference with Multnomah County regarding Drainage Sandy Boulevard and I-205

A conference was held with Multnomah County Engineer P. C. Northrop on March 22, 1966. In attendance in addition to Mr. Northrop and myself were Messrs. A. V. Benedict, L. W. Rulien, C. T. Keasey and William Maltby.

Mr. Northrop inquired as to our plans for any drainage projects along Sandy Boulevard and he was reminded that the State and Multnomah County have an existing agreement for a drainage project from 109th to 122nd Avenue. An outfall sewer for this project has previously been installed under the 122nd Avenue FASC project. The State previously constructed a storm sewer from 99th to 109th Avenue. Mr. Northrop was advised that we have made a reconnaissance type estimate for a proposed storm sewer from 122nd Avenue to 137th Avenue.

Mr. Northrop indicated that if this project, or even one farther east, were designed to take the drainage between Sandy Boulevard and the railroad to the south as well as the highway drainage, that Multnomah County would participate in such a project financially.

Further effort in this regard will be pursued by Mr. L. W. Rulien, Division I Engineer.

In the course of the meeting, Mr. Northrop indicated that Multnomah Drainage District No. 1 has advised him that they are reaching pumping capacity for existing pumps. They have advised him that for any substantial increase in drainage they would require two new pumps estimated to cost approximately $80,000. Mr. Northrop suggested that since the Drainage District lacks sufficient funds for such an improvement, that the possibility of financing by Multnomah County, the Port of Portland and the State Highway Department be considered.

We indicated to Mr. Northrop that we were contemplating drainage for a portion of I-205 to flow north either to the existing sloughs and be pumped by the Drainage District, or in a pressure system to the river, or a non-pressure system on fill sections to the river. The latter would present the possibility of damage due to settlement, and the pressure line would also have disadvantages.

Mr. Northrop proposed that the problem of additional water to the Drainage District be explored and offered to conduct such an inquiry on the Drainage District on behalf of both the Highway Department and Multnomah County, since he was already involved in such a problem.

Telephone conversation with Fred Klaboe later in the day resulted in no objections from him to this procedure.

Therefore, inquiry will be made by Mr. Northrop regarding problems of increased storm water to determine any problems in connection thereof.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. L. W. Rulien
Mr. P. C. Northrop

OFFICE OF
STATE HIGHWAY ENGINEER

8462

RECEIVED
MAR 3 - 1966
FOR FILING

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March 2, 1966

Mr. R. W. Dippner
Administrator-Engineer
City of West Linn
City Hall
West Linn, Oregon

Dear Mr. Dippner:

Reference is made to your February 25 inquiry relative to utility relocations which may be necessary due to construction of Interstate 205.

(1) There is no objection to carrying water and sewer lines on overcrossing structures provided they are of such size so that they can be substantially contained in the girder system. Generally, a 12-inch pipe or less should cause no problem.

(2) Where nonmunicipal utilities are located in city street areas and if the utility would be required to move or adjust at its expense because of local improvement, it would be expected to move at its expense because of highway improvement. If the utility has a franchise with the City that makes the City responsible for the adjustment, then in this case highway funds can be used to effect the necessary moves.

If you need anything further on this, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe

CITY OF WEST LINN
OFFICE OF CITY RECORDER
WEST LINN, OREGON

February 25, 1966

NOTED
R L PORTER

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

SUBJECT: Utility Relocation Within the City of West Linn as a Result of the Proposed Construction of I-205.

Dear Mr. Cooper:

Our consulting engineers, Cunningham & Associates, are presently engaged in a preliminary study of the relocation of existing water and sewer lines that will be intercepted by the construction of I-205 throughout this City. The following questions have arisen and I would like to have your recommendations.

(1) Can we plan to attach both water and sewer lines to the overpasses to be located on West "A", Sunset and Broadway?

(2) Are we responsible for the relocation of gas and electric facilities?

As we are engaged in proposing our 1966-67 Budget, we would appreciate having the above questions answered at your very earliest convenience.

Very truly yours,

R. W. Dippner

R. W. Dippner
Administrator-Engineer

RECEIVED
FEB 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Robert Kennedy

RWD/mr

RECEIVED
FEB 28 1966
OREGON
STATE HIGHWAY COMMISSION

8462

RECEIVED
JAN 18 1966

SP*19102-7:14

FOR FILING

Porter

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
January 14, 1966

To: MEMO TO THE FILES

SUBJECT: Interstate Freeway 205
626-1909

On Friday, January 14, a meeting was held in the office of Mr. Paul Northrop, Multnomah County Engineer, to discuss certain features of proposed I-205. Attending the meeting were the following people:

Paul Northrop	Multnomah County Engineer
Jack Kalinoski	Assistant Multnomah County Engineer
Fred Fowler	Highway Coordinator, City of Portland
F. B. Klaboe	Assistant State Highway Engineer
D. J. Barbee	Assistant Construction Engineer
A. E. Johnson	Metropolitan Engineer
A. V. Benedict	Assistant Metropolitan Engineer
J. H. Versteeg	Chief Designer, Metropolitan Division

The following items were covered in this meeting:

1. Mr. Fowler had previously proposed that the freeway at Division Street be kept at grade of the existing terrain and that Division Street be carried over the freeway on fill and structure. It was proposed that the freeway be carried on fill and structure over Division Street since we were crossing over Powell on a structure. Mr. Paul Northrop concurred in this and stated that he preferred that the highway be carried over Division Street.

2. It was indicated that at Mill Street the freeway could be depressed, which would cause a rerouting of the existing water main on Mill Street. An alternate to this would be to continue a fill section with Mill Street at grade, or to construct the freeway at grade and either carry Mill Street over or under the freeway. Mr. Northrop and Mr. Fowler agreed that the freeway should be at approximate grade and that the crossing of Mill Street over or under should be

decided by the Highway Department and that consideration should be given to offsetting the new crossing of Mill Street in either case to avoid putting a fill over the existing water main or disrupting it by excavation.

3. Four separate plans were shown for an interchange with the proposed Mt. Hood Freeway and I-205, with one interchange and the Mt. Hood location on the north side of Kelly Butte. The remaining three were for locations south of Kelly Butte. It was indicated that the proposed route north of Kelly Butte would not provide for an interchange with S. E. Division Street. Mr. Northrop indicated that in order to consider the various locations, he would want copies of interchange plans and a general layout map indicating the various routes and where they come together east of the Butte. It was agreed that these plans would be furnished him from the Metropolitan Office.

4. Mr. Fred Fowler had proposed a system of frontal roads between Multnomah Street and Stark Street with an on-ramp and off-ramp at Stark Street and the same at Multnomah Street. Mr. Northrop indicated that it was most important to Multnomah County to serve the business district located in the vicinity of Multnomah Street, and he felt that access from the south should be closer than Stark Street. He stated that he would present the plan to his planning commission and that the entire plan would be studied and a recommendation would be forthcoming.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. P. C. Northrop
Mr. Fred T. Fowler

RECEIVED
JAN 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

From Dept. of Mr. Fred T. Fowler January 10, 1966

To Dept. of Commissioner Wm. A. Bowes

Addressed to Department of Public Works

Subject Proposed change in grade on Interstate 205

COPY

On January 7, 1966, a conference was held in Mr. Fowler's office with the State Highway Engineers and the City representatives, on the proposed changes in grade on Interstate 205 in order to eliminate the necessity for moving the four large conduits of the Water Bureau on S. E. Mill Street, S. E. Division Street, and S. E. Powell Blvd.

Attending for the State Highway Department were:

Mr. Fred Klaboe, Ass't. State Highway Eng.
Mr. Jay Barbee
Mr. Al Johnson
Mr. Ted Litchfield
Mr. Benedict

Attending for the City of Portland were:

Mr. Don Bergstrom, Traffic Engineer
Mr. F. T. Fowler, Highway Eng. Coordinator

Mr. Fowler explained his proposed plan for the freeway to be at grade from a point 1,600 feet south of S. E. Stark Street to a point 200 feet south of S. E. Division Street crossing S. E. Division Street at grade. S. E. Division Street would be elevated over the freeway.

The freeway grade would be elevated over S. E. Powell Boulevard instead of being in excavation. It was explained that this plan had already been discussed with the County Planning Staff and Mr. Kalanoski, Ass't. County Engineer, and that it had their tentative approval. After some discussion, Mr. Klaboe suggested that a better plan would be to elevate the freeway grade from S. E. Mill Street south to pass over S. E. Division Street. This grade line would still pass over S. E. Powell Blvd. Since this area was outside the city limits, it was agreed that the state should work out a plan satisfactory to the county and that City would agree as long as the city water conduits were not interfered with.

With regard to the change in grade from S. E. Powell Blvd. south to pass under S. E. Foster Road instead of over, it would be

copies to
Barbee
Litchfield
Johnson
1-13-66

impossible to provide drainage to Johnson Creek if the lower line grade were used. Since no levels were available to substantiate this claim, the matter was left with the note that State should provide City with definite proof of the impossibility of the lower grade before approval of the elevated grade by City.

A plan prepared by Fowler for the section of the freeway between S. E. Stark Street and N. E. Multnomah Street has been submitted to State and County for their consideration. This plan calls for collector roads on each side of the freeway at present street grade. Connections to S. E. Stark Street, E. Burnside Street, N. E. Glisan Street, and N. E. Multnomah Street would allow access to and from north and south to each of these major streets and would distribute traffic more evenly. City and County have given their tentative approval of this general plan. This plan was not discussed at this meeting.

State submitted an alternate location for the Mt. Hood Freeway, lying north of S. E. Powell Blvd. from S. E. 52nd Avenue east and passing north of Kelly Butte. The City staff will study the location and report back at a later date.

On Monday, January 10, Mr. Klaboe called by phone and set a date to meet with Paul Northrop, County Engineer, and the City Staff at 1:30 p.m. in his office to discuss I-205 further.

Respectfully submitted,

F. T. Fowler
Highway Eng. Coordinator

FTF:dl

cc Mr. C. J. Wendt
Mr. D. E. Bergstrom
Mr. N. R. Drulard
Mr. L. T. Keefe
Mr. F. Klaboe

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1966
OREGON
STATE HIGHWAY COMMISSION

8462

RECEIVED
NOV 16 1965

FOR FILING

45

FORM E-30 80M 7-64 SP*8229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1965

SUBJECT:

To: Mr. Forrest Cooper
State Highway Engineer

OFFICE

Reference is made to a City of Portland Inter-Office memo dated October 14, 1954 (sic), from H. Kenneth Anderson, Chief Engineer of the Water Department, to Commissioner Mark Grayson. The memo, received in this office November 8, 1965, refers to a conflict between the proposed I-205 construction and city water mains in the 96th Avenue area.

The City estimates that the total cost to adjust its mains will be $1,150,000, and that $720,000 of this amount will have to be borne by the City. I have no quick way of checking the accuracy of the City's estimates but the distribution of cost appears to be in order.

Most of the State's obligation would be to stand the cost of adjusting a 56-inch conduit in S. E. Market Street, which is within the confines of the city of Portland. The City's estimate on this one item is $300,000.

If you need anything more on the subject, please let me know.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc F. B. Klaboe
Victor D. Wolfe

NOTED
FORREST COOPER

8463 SW Barbur Blvd. @ SW 19th Ave. 1976
(Ptld.) Sec. of Pac. Hwy. W.
(Grading, paving & signals)

C & A 5957 4-5-77

8463

YOUNG, HORN, CASS & SCOTT
ATTORNEYS AT LAW
SOUTH PARK BUILDING, SUITE 200
101 EAST BROADWAY
EUGENE, OREGON 97401

LEO F. YOUNG
JOHN H. HORN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
BRUCE E. SMITH
EDWARD R. THOMPSON
NICK E. RAUCH
RICHARD K. QUINN
DOUGLAS R. SCHULTZ
JACOB K. CLIFTON, JR.
STUART M. BROWN
JUDITH TEGGER
THOMAS J. MURPHY
FRANK C. GIBSON
C. AKIN BLITZ

OF COUNSEL
ORLANDO JOHN HOLLIS
THOMAS E. BROWNHILL

TELEPHONE 687-1515
AREA CODE 503

November 28, 1979

Mr. H. Scott Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

It is my understanding that liquidated damages have been assessed against Hamilton Electric, Inc. by the State of Oregon in the sum of $16,875.00 on your Contract 8463 for a traffic signal project at Southwest Barbur at Southwest 19th in Portland, and also for $24,100.00 on your Contract 8505 for a traffic signal project at Northeast Prescott and Southeast Flavel in Portland.

We request that you furnish to us copies of all correspondence, documents and determinations which bear upon your assessment of liquidated damages or upon the efforts of Hamilton Electric, Inc. to obtain relief from that assessment.

I am unable to find any reference to determinations and assessments of liquidated damages in the Oregon Administrative Rules. Where are such procedures set forth? If they are to be found in your contract with Hamilton Electric, Inc., please furnish a copy of that document also.

In the event that the cost of furnishing the requested documents is likely to involve more than $50.00, please contact me. In addition, I hope that your designee will feel free to discuss any questions he may have concerning this request as he reviews the documents in your file.

Thank you for your assistance in this matter.

Very truly yours,

Akin Blitz

C. Akin Blitz

CAB:amc
PRIORITY REQUEST
For Public Records
ORS 102.420

11-29
cy

RECEIVED
STATE HWY ENGR

NOV 29 '79

REFER TO
Keasey

FOR

Info	Inves	R/O	D/R	Sigr.	Act	File
					X	

STATE COPY

U.S. GOVERNMENT PRINTING OFFICE: 197 - 733 - 620

U.S. D RTMENT OF TRANSPORTATION
FED L HIGHWAY ADMINISTRATION

cc: State (H. S. Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO.	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 8-31-78	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. HHS-203(10)
COMPLETION DATE 5-10-78	ACCEPTANCE DATE BY CONTRACT AGENCY 8-31-78	TIME ELAPSED 190 %	CONTRACT TIME 250 C.D.
APPROVED EXTENSIONS None	LOCATION Barbur Blvd. @ 19th, Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.W. BARBUR @ 19th

The project was completed at a final total cost of $82,671 representing a 30% underrun. Liquidated damages in the amount of $16,875 were assessed and no claim for additional time has been received.

Quality control on materials and workmanship is acceptable. The project resulted in a significant safety improvement.

RECEIVED
STATE HWY ENGR
SEP 11 '79
REFER TO Kersey
FOR
Info Inves R/D D/R Sign A.I. File

9-11
cy

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE CT Christianson C. T. Christianson		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 9-5-79	TITLE Field Operations Engineer	DATE 9-5-79

FORM FHWA-1448 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8463

February 27, 1979

Cascade Construction Company, Inc.
Post Office Box 4267
Portland, OR 97208

Time Extension Request
S.W. Barbur Blvd. @ S.W. 19th
Avenue (Portland)
Multnomah County
Contract No. 8463

Gentlemen:

We regret to inform you that we will not be able to consider your request for time extension for the above project. A review of our records shows that the request was submitted after all contract work was completed which is beyond the allowable time for adjustment of contract time per Section 108.09 of our Standard Specifications.

Had the request been submitted timely, a few days could have been granted for extra work. It appears, however, that the major delays are the responsibility of the electrical supplier.

Sincerely,

H. S. Coulter
State Highway Engineer

OBJ:DA:fr HSC:cm
bc: C. T. Keasey
Ed Hardt
Jim Cochell
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8463

Salem, Oregon
February 23, 1979

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request
S.W. Barbur Blvd. @ S.W. 19th Avenue (Portland)
Multnomah County
Contract No. 8463

Cascade Construction Company, Inc., contractor on the subject project, submitted a request for time extension asking for an additional 245 calendar days. We will not be able to consider this request, as it was submitted after the allowable time. The 3rd Notification was dated June 28, 1978 and the project was accepted August 31, 1978. The contractor's request was not submitted until December 4, 1978. We have been advised by our Chief Counsel that we cannot honor this request.

We would have been able to grant a possible 19 calendar days for extra work performed after all contract work was completed. The remainder of the overrun time was a result of problems between the electrical subcontractor and his supplier.

A rough draft letter to the contractor is attached.

OBJ:DA:fr

Att.

cc: Ed Hardt
Jim Cochell

RECEIVED
ATE HWY ENG
FEB 27'79
REFER TO
FOR
Info [illegible] [illegible] [illegible] Sugg Act File

E—320 (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date **December 4**, 19**78**

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from **250** days to **475** days, within which to complete our Contract No. **8463**, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

As shown on the attached Contractors Request Form E-320 submitted by our Subcontractor, Hamilton Electric, Inc.

Respectfully submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By George R. Morton
George R. Morton, Vice President, Engineering

CONSENT OF SURETY

Date December 4, 19 78

We, The Travelers Indemnity Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Nancy L. Kreutz
Attorney-in-fact
Nancy V. Kreutz

(SEAL)

Reger, Bowes & [illegible] Inc.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8463 Contractor Cascade Construction Company, Inc.

Highway Pacific Highway West (Barbur Blvd.)

Section SW Barbur @ SW 19th (Portland)

Kind of Work Grade, Pave, and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Due to late submittal.

Recommended for Approval:

Division Engineer

O. B. Jackmond For
Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8463

Project designation HHS-203(10)
State-Federal

Date awarded December 29, 1976

Work started April 8, 1977

Per cent completed 100 - May 10, 1978
Date

No. of Workdays Allowed 250 CD

No. of Workdays Used 475

No. of Added Workdays Requested 225

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 8, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8463

In accordane with the memo from Cascade Construction the $5,000.00 deposit released on this project is being applied to their unallocated account.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

NOTED
C. W. HEAD

Form 734-3122 (Rev. 7-77)

8463

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 3, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8463

This project has been finalled. The $5,000 deposit in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

Form 734-3122 (Rev 7-77)

8463

8

September 6, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On September 5, 1978, we wrote to you concerning release of final payment on Contract No. 8463 awarded to Cascade Construction Company, Inc., for work on the S.W. Barbur Boulevard at S.W. 19th Avenue (Portland) Section of the Pacific Highway West in Multnomah County.

The total contract amount is $66,562.82. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Reger, Bowes & Hunter, Inc.
200 Market Building
Portland, OR 97201

bc C. T. Keasey
Walt Hart
Ed Hardt

8463 2

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SW Barbur Blvd at 19th Ave. (Portland)

WEEK ENDING: 5/13/78

SECTION PREFIX: 26-1085

HIGHWAY: Pacific Hwy. West

COUNTY: Multnomah

NAME OF JOB: SW Barbur Blvd at SW 19th (Portland)

KIND OF WORK: Grading, Paving, Signals

CONTRACTOR: Cascade Construction Co Inc.

CONTRACT NUMBER: 8463

FEDERAL AID PROJECT NUMBER: HHS 203 (10)

DATE OF CONTRACT: 12/29/76

DATE WORK STARTED: 4/8/77

ESTIMATED COMPLETION DATE: 5/10/78

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 3 SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 250 CD

WORK DAYS USED

CALENDAR DAYS USED 475

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 190

PROJECT AUTHORIZATION $ 117,284

EXCLUSIVE OF ENGINEERING $ 107,984

ENGINEERING AUTHORIZATION $ 9,300

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 71,970

ENGINEERING COST TO DATE $ 13,510

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 61

ESTIMATED PERCENT XXXXXX UNDERRUN 33 %

PERCENT OF AUTHORIZATION 145 %

DATE PROJECT WAS COMPLETED 5/10/78

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE _	~~OIL AND/OR PAVE~~	~~MAT'L PROD~~	Signals	Paving
		X			Guardrail 100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	X				0.15
MILES PARTIALLY COMPLETED	Under				
MILES COMPLETED	"All"				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Eliminated				2,180 Ton
TOTAL QUANTITIES CORRECTED TO DATE					1,660
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					1,660
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7	Clear	1		
MONDAY	8	"	1		
TUESDAY	9	Showers	1		RECEIVED Richards
WEDNESDAY	10	Cloudy	1		
THURSDAY	11	Showers	0 ~~1~~		
FRIDAY	12	Cloudy	0 ~~1~~		
SATURDAY	13		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No activity
8 MONDAY	No activity
9 TUESDAY	Forming for new curb on EWO
10 WEDNESDAY	Poured new curb and reconstructed concrete traffic island under EWO. This completes all work on this project.
11 THURSDAY	No activity
12 FRIDAY	No activity
13 SATURDAY	No activity

REMARKS

Rebuilt concrete traffic islands and curbs under EWO. All work on this project is now complete. This is the LAST REPORT on this project. Second notification has been sent in. Semi-final data is being compiled.

cc: Construction
FHWA
Region
File

SIGNED Geo B Gadeholt LOCATION Sylvan
For- J. W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received your letter of October 13th indicating safekeeping receipt 210654 in the amount of $145,000 has been replaced by safekeeping receipt 210863 in the amount of $168,000 maturing October 15, 1977.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 48,000	$ -0-	$ 48,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	30,000	5,000	35,000
8539	23,000	7,000	30,000
8587	-0-	5,000	5,000
8590	-0-	5,000	5,000
8591	-0-	5,000	5,000
Unallocated	4,000	(4,000)	-0-
	$145,000	$23,000	$168,000

Vernon E. Skog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

ROBERT W. STRAUB
Governor

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Co.,Inc.

We have received safekeeping receipt 210654 for certificate 332502 in the amount of $145,000 maturing October 12, 1977. This replaces safekeeping receipt 210414 for certificate 332261 in the amount of $135,000.

Security Summary

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ 2,000	$ 48,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	30,000	--	30,000
8539	19,000	4,000	23,000
Unallocated	--	4,000	4,000
	$ 135,000	$ 10,000	$ 145,000

Vernon E. Skoog
Controller

by ___________________________
James J. Kinns

NOTED
C. W. HEAD

JJK:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 15, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received Safekeeping receipt 210414 for certificate 332261 in the amount of $135,000 maturing 9-12-77. This replaces safekeeping receipt 210148 for certificate 312866 in the amount of $125,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ -0-	$ 46,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	25,000	5,000	30,000
8529	1,250	(1,250)	-0-
8539	12,750	6,250	19,000
	$125,000	$10,000	$135,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Cascade Construction

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

8413 9

ROBERT W. STRAUB

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 210148 for savings certificate 312866 in the amount of $125,000 maturing August 8, 1977. This replaces savings receipt 209486 in the amount of $100,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 50,000	(4,000)	$ 46,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	6,000	19,000	25,000
8529	1,250	--	1,250
8539	2,750	10,000	12,750
	$ 100,000	$25,000	$ 125,000

Vernon E. Skoog
Controller

by ___________________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett Jr.(Att.)

#8463 1W

SALEM, OREGON
June 27, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Ed Hardt
Region Engineer

S.W. Barbur Blvd. @ S.W. 19th
Pacific Hwy West
Multnomah County

The "As Constructed" narrative on this section has been reviewed by this office.

It is good to see that the final quantities were as close as they were to the original contract items. The deletion of the shoulder excavation with a reduction of other related items helped to reduce the project costs ; yet enabled an extension of the overlay.

It is hoped that this improvement has assisted in relieving the congestion at this location.

DOC:LKW:ck
cc: C.T. Keasey
Jim Cochell
Frank Burnett

RECEIVED
JUN 27 1978
ENGINEERING SECTION

L Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

Trout
Do Not File ☐
Return To
Bring Up / /
Action

NARRATIVE REPORT

SW Barbur Blvd. at SW 19th Ave. (Portland)
Pacific Hwy West Multnomah County
Contract No. 8463

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

Prepare letter & acknowledgment

This project was a "Federal - Aid High Hazard Safety Project. The contract was awarded to Cascade Construction Co., Inc. on December 29, 1976. Work was started on April 8, 1977 and completed on May 10, 1978. The specified completion time for the project was 250 calendar days and the contractor used 475 calendar days, which resulted in the contractor being assessed 225 days liquidated damages. A request for an extention of time has not been received in this office at this time, although it is anticipated that the contractor will be submitting a request.

The Resident Engineer on this project when work started was Frank Burnett and when he was transferred to eastern Oregon the project was reasigned to James Cochell on January 10, 1978. The project was approximately 75% complete at this time.

The project consisted mainly of a asphalt concrete pavement overlay and the installation of traffic signals, replacing existing siganls.

The project progressed rather slowly, which is typical of any signal project. There were some change orders during the course of work. Two of the more significant orders were price agreements. One was for deleting Bid Item no. 7 (earthwork). After rewiewing in the field it was determined that the existing paved shoulders were in good condition and that an overlay would be all that would be required. The other price agreement was for a reduction in asphalt concrete quantity which was a result of not requiring to excavate and rebasing the existing shoulders.

A request for a program change for extending the project limits northerly a distance of 410-ft to include pavement overlay was submitted thru channels and approved by FHWA on May 31, 1977. (This request was made in an effort to keep the project underrun of asphalt concrete paving quantities to a minimum.)

This project was completed with a underrun of 14% of the total authorization, even if the contractor isn't releaved of any of the liquidated damages.

It is not anticipated at this time that the contractor will be submitting any claims against this project.

This may have been a minor consideration, but the real reason was to provide a complete looking, safer job. The extension of the project limits allowed us to tie in with a recent overlay, and fill in what would have been a gap in the A.C. overlay along this section of Barbur Blvd.

M.C.

Statement of Over/underruns
SW Barbur Blvd. at SW 19th Ave.
Pacific Hwy. West   Multnomah Co.
Contract No. 8463   FAP: HHS-203(10)   Prefix: 26-1085

Items	Original Amount	Semi-final Est.	% ±
Contract Bid Items	$ 99,484.50	$ 80,525.82	- 19%
Anticipated Items	3,850.00	1,709.55	- 56%
Contingencies	4,650.05	0	-100%
Engineering	9,300.11	14,205.00	+ 53%
Price Agreements		2,585.00	
SFO No. 1		520.73	
EWO		0	
Liquidated Damages		-16,875.00	
	$117,284.66	$82,671.10	- 30%

Statement of Over/underruns
SW Barbur Blvd. at SW 19th Ave.
Pacific Hwy. West   Multnomah Co.
Contract No. 8463   FAP: HHS-203(10)   Prefix: 26-1085

Item No.	Item	Unit	Contract Amount	Final Amount	%±
1	Mobilization	Lump Sum	$ 6,045.00	$ 6,045.00	0
2	Temp. Prot./Direct. of Traffic	" "	4,355.00	4,355.00	0
3	Temporary Signs	Sq. Ft.	320.00	321.50	+0.5
4	Temporary Barricades Project's excavation was to have been adjacent to the travel lane only. Elimination of this item removed the need for any more barricades.	Each	4	2	-50.0
5	Temporary Plastic Safety Markers See item 4 above.	Each	4	0	-100%
6	Flagmen The main need for flagging was during the paving. Paving, however, was completed in 1½ days thereby eliminating the need for most of the flagging time.	Hour	240	30	-87.5%
7	Earthwork The condition of the existing surfacing did not justify its removal. PA #1 was written to document this item deletion.	Lump Sum	6,950.00	0	-100%
8	Class 'B' or 'C' Asphalt Conc. PA #2 documents approved quantity reduction.	Ton	2,180	1,667.862	- 23.5%
9	Guardrail, Type 2A	Lin. Ft.	575	582	+ 1.2%
10	Guardrail Anchors, Type 1	Each	3	3	0
11	Rail End Pieces, Type 'C'	Each	3	3	0
12	Extra for 8 Ft. Posts	Each	22	22	0
13	Extra for Asphalt Approaches Project limit was moved back to SW 17th Ave. This increase in length resulted in the addition of two more approaches.	Each	3	5	+66.7%
14	Install Traffic Signal	Lump Sum	$32,890.00	$32,890.00	0

Statement of Over/underruns
Contract No. 8463
(Continued)

Item No.	Item	Unit	Contract Amount	Final Amount	% ±
PA #1	Document Deletion of Bid Item 7	-	-	-	-
PA #2	Document Reduction in AC	Ton	2,180	1,680	-
PA #3	Remove Structures & Obstr.	Lump Sum		$1,350.00	-
PA #4	Revise Traffic Islands	Lump Sum		700.00	-
PA #5	Repair Structure Deck	Lump Sum		420.00	-
PA #6	Revise Guardrail	Lump Sum		115.00	-

8463

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jan Morris
Vice President

In accordance with your memo of June 10, 1977 and our phone conversation of June 13, 1977 the following reallocation of deposits is being made:

Security Summary :

Contract	Prior Total	Change This Transaction	New Total
8332	$ 1,000	$ (1,000)	$ -0-
8377	50,000	-0-	50,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	-0-	6,000	6,000
8529	-0-	1,250	1,250
8539	-0-	2,750	2,750
Unallocated	9,000	(9,000)	-0-
	$ 100,000	-0-	$100,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

8463 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 5-31-7

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-203(10)

PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. HHS-58

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 1'77
REFER TO
Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to

DATE PS & E APPROVED 12-1-76

DATE AUTHORIZATION EFFECTIVE 4-21-77

FEDERAL ROUTE NUMBER Primary 9

STATE ROUTE NUMBER Primary 1W

GENERAL LOCATION:

"Barbur Blvd. at S.W. 19th Ave. Section"

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's April 21 letter and Mr. Swan's May 26, 1977, letter, I approve the program change as follows:

> "Extend project limits northerly a distance of 410 feet to include high type pavement overlay."

You are authorized to proceed with the work approved under the program change. No increase in total estimated cost.

DATE 5-31-77

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

8463

1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 26, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Highway Engineer

SUBJECT Minor Program Change
Item No. 58
Project No. HHS-203(10)
Barbur Blvd. @ S.W. 19th Ave. (Portland) Section

Your letter of April 25, 1977 stated that based on the information presented with our letter of April 21, 1977 the requested program change could not be approved.

We are enclosing a copy of a letter dated May 18, 1977 from Region Construction Engineer Marian Craft which provides additional information in regards to the requested program change.

Based on this additional information we request your reconsideration and approval of the program change as requested in our letter of April 21, 1977.

CL:re

cc: E. S. Hunter
C. T. Keasey

RECEIVED
STATE HWY ENGR
MAY 27 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8463

FORM 2H1-734-30

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 20, 1977

FILE: CON 5 #8463

FROM: C. T. Keasey Keasey
Construction Engineer

TO: L. W. Rulien
Program Management Engineer

SUBJECT: S.W. Barbur Blvd. @
S.W. 19th Ave. (Portland)
Contract No. 8463

NOTED
H. S. COULTER

Reference is made to my previous request of April 7, 1977, concerning an extension of the subject project, together with your letter of April 21 to Glen Green, FHWA, requesting the minor program change and Mr. Green's reply of April 25 in which the request was denied, based on the information presented.

I now have a further report from Region I Construction Engineer Marion Craft with additional information. Please resubmit this request for the minor program change.

CTK:fr

Att.

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
Marion Craft

RECEIVED
STATE HWY ENGR
MAY 20 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1 Keasey D.
2 Glenn
Jackmond
Harwood
Johnson
Walker

Form 34-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 18, 1977

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: S.W. Barbur Blvd. @
S.W. 19th Ave.
Pacific Highway East
Contract No. 8463

On April 5, 1977, a proposal was sent in from this office to extend the limits of this project, and to increase the thickness of the asphalt from 2 inches to 3 inches. This request was sent through Hunter, Rulien, and to the FHWA. The FHWA did not approve the request, with the statement that the disapproval was based on the information presented. This is another request for a minor program change, based on additional data and upon data not covered sufficiently in the first request, and based on three factors:

1. Design Considerations - Barbur Boulevard is an old concrete highway with AC shoulders, and shows distress over much of its length in the form of rutting in wheel tracks, rough, spalled joints, and cracked or alligatored shoulders and median sections, which are also AC. The normal procedure in making an intersection improvement or an overlay in connection with widening on Barbur Boulevard has been to excavate the AC shoulders and possibly the median section, and replace with a base course of AC and then make the overlay. At this particular intersection, the resident engineer decided, and we agreed, that the shoulder and median areas were in good enough shape so as not to require removal.

2. Safety Considerations and Long Term Benefits - The old concrete pavement through this area showed fairly severe wear in the wheel tracks, and did not have appreciable slope to the roadway to provide good drainage. With the extra asphalt available from the deleted shoulder and median excavation, we believed we could put the asphalt to better use to patch out the ruts caused by wheel wear, and thicken the center portion of the highway up to 3 inches, maintain a minimum of 2 inches at the shoulders, and reestablish a crown section to the highway. By extending the project about 400 feet to the north, to about station 42+00, we would tie in with an older overlay, and thus avoid a short section of rutted concrete pavement between two asphalt overlays. The south end of the project stopped at the north end of the structure over S.W. Multnomah Blvd. The deck is in good condition structurally, but was badly worn with

> occasional rebar showing. This was an especially hazardous condition, since water would collect in the ruts and the highway was somewhat more narrow through the structure with well defined wheel tracks. Walt Hart, at that time Region Engineer, visited the site, and recommended wire-brushing the rebar, coating then with epoxy and overlaying the entire deck with two inches of asphalt.

This project has been finished, except for some signal work. It is a good appearing job, with a good slope to both lanes which should provide good drainage and safer driving. The overlay over the structure will stop the wear on the concrete deck, the reinforcing steel has been protected, and should also be much safer to drive on.

We used 1,661 tons of asphalt on the project as compared to 2,180 set up in the contract and estimate that the contract will underrun by about $10,000 to $12,000. Our specific request is to extend the limits of this project to approximately station 42 at the north end and about station 55+75 at the south end, and to increase the thickness from 2 inches to an average of 2 1/2 to 3 inches for the reasons listed above.

With this request, we are also recommending approval of PA 1 which deletes Bid Item 7, "Earthwork"; PA 2 which documents the reduction in AC quantities at the bid price; and PA 3 which is a lump sum agreement for removal of structures and obstructions that was a part of the contractors bid item "earthwork".

MC/ggw

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 25, 1977

In reply refer to: 1041A.6

SUBJECT: Oregon HHS-203(10)
Barbur Blvd. @ S.W. 19th
Contract No. 8463

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Rulien's letter dated April 21, 1977, requested a minor program change to extend the project 410 feet. A review of the project on April 22 found this work completed and final pavement markings being applied.

Price Agreement No. 1 reflects a judgement to delete Item 7, earthwork, because "Existing pavement appears to be supporting traffic with no apparent weak areas." This would seem to be in conflict with increasing the project length by more than 50% and increasing the overlay thickness by 33%. It would be preferable to negotiate a new price for A.C. reflecting the change in quantities.

Based on the information presented, the requested program change cannot be approved.

for EJ Valach
G. L. Green

cy Bothman
Kessey
Verstley

RECEIVED
STATE HWY ENGR

APR 27 '77

REFER TO
Rulien

FOR

Info	Invest	R/D	D/R	Sign	Act	File

ROBERT W. STRAUS
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

April 21, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Item No. 58
Project No. HHS-203(10)
Barbur Blvd. @ W. 19th Ave. (Portland) Sec.

We hereby request your approval of a minor program change on the subject project to extend the project limits northerly a distance of 410 feet to include a high type pavement overlay of the existing surface to eliminate low spots and rutting in the travel lanes.

The attached copy of Mr. Keasey's letter of April 7, 1977 indicates that even with this extension of the project an underrun in the A.C. paving quantities is anticipated; therefore no increase in the estimated total cost or federal funds as presently under project agreement will result from this minor program change.

CL:ljt
Att.

cc: ✓E. S. Hunter
C. T. Keasey

RECEIVED
STATE HWY ENGR

APR 21 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8463

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 7, 1977

FILE: CON 5 #8463

FROM: C. T. Keasey CT Keasey
Construction Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: S.W. Barbur Blvd. @ S.W. 19th Ave.
Pacific Highway West
Contract No. 8463 HHS-203(10)

The contract on the subject project calls for excavating and rebasing and repaving of the shoulders. Field review, however, indicates that the existing paved shoulders are in good condition and only need the overlay.

The contractor, Cascade Construction Company, is objecting to the over 50 percent reduction in excavation quantities and the significant reduction in A.C. paving quantities.

Resident Engineer Frank Burnett has proposed, with Region concurrence, to extend the project back from Sta. 53+92 to Sta. 42+00, S.W. 17th Ave., and increase the overlay thickness to 3-inches instead of the planned 2-inches.

This project extension would bring the paving quantities back to within approximately 520 tons of the planned 2,180 tons and would apparently be acceptable to the contractor with no change in unit bid prices.

I recommend that this project extension be approved if the FHWA will agree to a minor program change.

CTK:fr

cc: L. W. Rulien
Marion Craft

ESH
4-11-77

RECEIVED
STATE HWY ENGR
APR 8 '77
REFER TO Keasey
FOR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Region 1 - Milwaukie
April 5, 1977

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: S.W. BARBUR @ S.W. 19TH AVE.
Pacific Highway West
Contract No. 8463

TO: CARROLL T. KEASEY
Construction Engineer

Attached is a letter from Frank Burnett and a section showing what he is proposing. The deck on the structure over Multnomah Blvd. is badly worn, resteel is showing in several places; however, Burnett's proposal does not include overlaying the bridge. This will be pursued through the Bridge Section.

The contractor is going to want to get going on this project any day now. Please let us know as soon as possible about extending the job limits.

MC/lms
Attachment

Routing
/ Keasey K RECEIVED
Bond
Jackmond APR 6 1977
Harwood
Johnsen CONSTRUCTION
Walker SECTION

FORM E-30 (REV 10-67)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
18992 S.W. Shaw
Aloha, Oregon 97005

DATE: April 4, 1977

To: Marion Craft
RegConstEngr

SUBJECT: SW Barbur Blvd @ SW 19th Avenue
Pacific Highway West
Contract 8463

FROM: P. F. Burnett
Resident Engineer

As discussed with you earlier, by eliminating excavation on subject contract there will be an underrun on asphaltic concrete mix quantities.

We have proposed to extend this project back to about SW 17th, Station 42+00 to increase paving quantities.

The pavement throughout this project is not built to a standard crown section and there are some low points in travel lanes.

If we figure on a 3" overlay - some of the distortion in existing surfacing could be corrected. A 3" overlay from Sta. 42+00 to Sta. 53+92 would take approximately 1,660 ton.

A 2" overlay throughout this same section would take approximately 1,100 ton.

If we stay within the designated limits of project the designed 2" overlay would only take 752 ton. A 3" overlay would take 1,130 ton.

Since the project calls for 2,180 ton, recommend that project be extended to Sta. 42+00 with 3" overlay. This would underrun quantities by 520 ton, a figure that would no doubt be more acceptable to the contractor.

Our figures show there would have been approximately 530 ton of asphaltic concrete mix used in excavated areas as per typical section.

The plans for this project show 630 cu.yds of excavation and we calculate less than half this amount.

Have enclosed two typical cross sections showing the shape of Barbur Blvd roadway. These are approximately 100 feet on either side on intersection with SW 19th Avenue.

5463

April 5, 1977

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5457

Gentlemen:

Attached for your records are two fully executed copies of an agreement with the City of Portland and the Highway Division for signal installation and channelization at the intersection of Barbur Boulevard and S. W. 19th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (conf. agree. att.)

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-203(10)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. HHS-58

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 24 '77
REFER TO
FOR
Info | Inves | R/L | D.R | Sign | Act | File

DATE PS&E APPROVED 12-1-76

DATE AUTHORIZATION EFFECTIVE 3-21-77

FEDERAL ROUTE NUMBER Primary Route 9

STATE ROUTE NUMBER Primary Route 1W

GENERAL LOCATION:

"Barbur Blvd. at S.W. 19th Ave. Section"

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Utility adjustment (City of Portland Bureau of Water Works) TEC $313 - FF $281, Actual Cost Basis

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requsted in Mr. Cartwright's letter of 3-15-77, I approve the agreement with City of Portland Bureau of Water Works consisting of the State's Notice of Conflict dated 2-22-77, the City of Portland letter of 3-2-77 and the plans and estimate furnished by Mr. Cartwright's letter of 3-15-77, approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

DATE 3-21-77

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner for

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8463

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 11, 1977

Cascade Construction Company , Inc.
PO Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Contract 8127 has been finalled. This releases the $20,000 securities posted in lieu of retainage on this project.

The $20,000 is being applied to the following contracts in accordance with your memo of February 10th.

Security Summary;

Contract	Prior Total	This Transaction	New Total
8127	$20,000	(20,000)	-0-
8459	-0-	10,000	10,000
8463	-0-	5,000	5,000
8466	-0-	5,000	5,000

Vernon E. Skoog
Controller

By ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank, Jean VanScoy

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

5463

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Multnomah Project No. HHS-203(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, Jct. of S.W. 19th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-21-75	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	12-1-76	0.00
OTHER *(Specify)*		

FUNDS Pro rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 117,642.00	$ 105,877.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator JAN 2 4 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-file

Oregon State Highway Division
Salem, Oregon, January 7, 1977

Federal Aid Project
No. HHS-203(10)

S.W. BARBUR BLVD. AT S.W. 19TH AVE.(PORTLAND)
PACIFIC HIGHWAY WEST
MULTNOMAH COUNTY

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,000.00

Type Code Y008
Channelization (Sta. 46+10 to Sta. 53+91.6)

Mobilization	All Required		$ 6,045.00
Temporary Protection and Direction of Traffic	All Required		4,355.00
Temporary Signs	320 sq.ft.	7.00	2,240.00
Temporary Barricades	4 only	85.00	340.00
Temporary Plastic Safety Markers	4 only	70.00	280.00
Flagmen	240 hour	17.00	4,080.00
Earthwork	All Required		6,950.00
Class "B" or Class "C" Asphalt Concrete	2,180 ton	16.50	35,970.00
Guard Rail, Type 2A	575 lin.ft.	7.30	4,197.50
Guard Rail Anchors, Type 1	3 only	200.00	600.00
Rail End Pieces, Type C	3 only	85.00	255.00
Extra for 8-foot Posts	22 only	31.00	682.00
Extra for Asphalt Approaches	3 only	200.00	600.00
			$ 66,594.50

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,000.00
Stage Construction Striping (S.F.)	All Required	500.00
Remove Striping (Exist. & Temp.)(S.F.)	All Required	500.00
		$ 2,000.00

Subtotal	$ 68,594.50
Engineering	6,858.50
Total	$ 75,453.00

Type Code Y031
Traffic Signal (Sta. 50+00)

Traffic Signal Installation, Complete	All Required	$ 32,890.00
	Subtotal	$ 32,890.00
	Engineering	3,289.00
	Total	$ 36,179.00

Length of Project - - - - - 0.00 Mile

Work Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 350.00
Adjust Existing Signal Heads (E.W.)	All Required	500.00

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000	$ 5,400	$ 600
Channelization	75,463	67,916	7,547
Traffic Signal	36,179	32,561	3,618
	$117,642	$105,877	$11,765

Gruop 1 - 100%

Contract No. 8463

Prefix: 26-1085
Prefix: 26-1961

S.W. BARBUR BLVD. AT S.W. 19TH AVE. (PORTLAND)

NONPARTICIPATING - STATE WORK

State Responsibility for Damages	All Required	$ 1,000.00

8463

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-203(10)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: HHS-58

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 10 '76
REFER TO Rulien
FOR

DATE PS&E APPROVED: 12-1-76

DATE AUTHORIZATION EFFECTIVE: 12-1-76

FEDERAL ROUTE NUMBER: Primary 9

STATE ROUTE NUMBER: Primary 1 W

GENERAL LOCATION:
"Barbur Blvd. at S.W. 19th Ave. Sect. (Portland)"

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
Channelization and traffic signals Code Y008 & Y031 Miles 0.0

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)

Perm. pavement striping	(SF)	1,000
Stage const. striping	(SF)	500
Remove striping (Existing and temporary)	(SF)	500

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with items listed above as shown in your Estimate.

Mr. Rulien's November 29, 1976 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $131,894 - Federal funds $118,704.

A signed title sheet is returned herewith.

DATE: 12-1-76

SIGNATURE OF APPROVING OFFICIAL: V. V. Cusak

TITLE: Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-555

#1163 (W)

ALL CLEAR 11/16/76

Donald L Rount

ENVIRONMENTAL REVIEW

Section Barbur Blvd at SW 19th Ave
Highway Pacific Hwy W.
County Multnomah Region
Type of Work G-D-Sig. 8 phase
Funds

PROJECT ASSESSMENT ☑
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐

Statewide - no apparent problems

DIVISION OF STATE LANDS: N/A

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

FISH & WILDLIFE COMMISSION: N/A

CORPS OF ENGINEERS: N/A

DEPT. OF ENVIRONMENTAL QUALITY: Noise: All Clear Ltr 11-10-76

OTHER: Archaeological: All clear, ltr. 11-8-76
Historical: All Clear, ltr 11-8-76

846

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 7, 1976

In reply refer to: 1041EC.1

SUBJECT: Project Assessments
(Listed Below)

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

Oregon Project RS-133(-)
Walluski River Bridge

Oregon Project I-405-8(-)303
W.Fremont Interchange Ramps and Connections

Oregon Project HH-9361(-)
Barbur Blvd. @ SW. 19th Ave.
Pacific Highway West

Oregon Project U-183(-)
Hillsboro-Beaverton Bus Turnouts, Tualatin

Oregon Project RS-304(4)
Richmond Jct.-Melvina Cr.
Service Cr.-Mitchell Hwy.

Oregon Project M-9713(-)
Prescott-Flavel (Portland) 82nd Avenue
Cascade Hwy.

Oregon Project HHS-9(-)
Pacific Hwy West @ Erving Rd.

Oregon Project M-0315(1)
10th St. @ Main St., Oregon City

Oregon Project HHS-0670(1)
SE. Division @ SE 112th Ave.

Oregon Project HHS-132(14)
Pacific Highway East @ 10th St. Oregon City.

RECEIVED
STATE HWY ENGR
OCT 11 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
					✓	

The above listed project assessments submitted with Mr. Rulien's August 23 letter have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

The proposed standards, design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

8463

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
August 19, 1976
Salem, Oregon 97310

FILE:

G. Rangoni GR/

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Project Assessments

TO: L.W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

The following projects have been assessed and evaluated for their potential impact on the quality of the human environment:

W. Fremont Interchange Ramps and Connections, Multnomah County--Proposal is to reduce chance of serious accident by increasing super of west-bound off-ramp, erect concrete shoulder barrier, and resurface deteriorated connecting streets.

Barbur Blvd. @ SW 19th Avenue, Pacific Highway North, Multnomah County--Proposal is to eliminate high hazard through signalization of intersection and left-turn refuge.

Hillsboro-Beaverton Bus Trunouts, Tualatin Valley Highway, Washington County--Proposal is to provide bus turnouts at given intervals to eliminate present blockages caused by buses picking-up and dropping-off passangers.

It has been determined that no new right-of-way will be required, and that these projects are of a type for which the Statewide Assessment for Safety Projects is applicable. The statewide assessment classifies these projects as non-major.

GAP:GR:ds

cc: E.S. Hunter ✓
R.N. Bothman
Ed Hardt
Geoff Kaiser
Craig Markham

AUG 20 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8463

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 21, 1976
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY GARY A. POTTER

SUBJECT: Project Assessments
Safety/Signal Projects

TO: L. W. Rulien
Project Management Engineer

The following projects have been examined and assessed for potential impact to the human and natural environment:

Knox Butte Road Section, County Road 7, Linn County

Barbur Blvd. @ SW 19th Avenue Section, Pacific Highway West, Multnomah County

Millard Road and Scappoose-Veronia Road Section, Lower Columbia River Highway, Columbia County

Pacific Highway West @ Irving Road Section, Pacific Highway West, Lane County

It has been determined that no additional right-of-way will be required for these projects; that they are not likely to precipitate significant foreseeable adverse alterations in the human and cultural environment; and that they are of a type for which the statewide environmental assessment for Highway Safety Improvement projects is applicable.

The statewide assessment deems these projects as non-major actions.

GAP:ss

cc: R. L. Schroeder
Bob Bothman
Geoffrey Kaiser
Alfred Shirley, Jr.
Eb Engelmann

NOTED
R. L. SCHROEDER

RECEIVED
MAY 21 1976
Office of
Assistant State Highway Engineer

8463

13

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-203(10)

STATE PROJECT NO.: Barbur Blvd. at SW 19th Avenue Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: HHS-58

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 25 '75
REFER TO [illegible]

FOR						
Info	Inves	R.D	D.R	Sig	Ans	[illegible]
					✓	

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: November 21, 1975

FEDERAL ROUTE NUMBER: Primary Route 9

STATE ROUTE NUMBER: Primary Route 1W

GENERAL LOCATION:

SR 99W - Junction of SW 19th Ave. (Portland)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) All phases of preliminary engineering necessary to obtain PS&E approval including utility preparatory work at a total estimated cost of $3,000 - federal funds $2,700.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of November 21, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's November 10, 1975 letter you are authorized to proceed with the work as shown above.

DATE: 11-21-75

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt fr

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 11-21-75

BY (Signature): L. W. Rulien's November 10, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHER: Section 209

XXXXXX ITEM NOS. 58 THRU ______

XXXXXX ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
58	HHS-203(10)	0.0	38,000	34,200	Barbur Blvd. @ SW 19th Ave. Multnomah County - State of Oregon.	Preliminary Engineering, Channelization and Traffic Signals.

REMARKS (Division)

I concur that this project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1 and that it is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		11-21-75	for G. L. Green, Division Administrator

**

* Program approval XXX [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

#8413 8

PRO-6-2

November 10, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-203(10)

We are submitting program data for one project, Item No. 58, Project No. HHS-203(10), "Barbur Blvd. at SW 19th Avenue Section", which we desire to have included in the High-Hazard Locations Program under Section 209 of Title II as established by the Federal Aid Highway Act of 1973.

Enclosed are narrative, sketch map and accident data for this project.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division office on February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval, including utility preparatory work, at an estimated total cost of $3,000 with obligation of Federal funds of $2,700.

JG:md

Encl.

cc: E. L. Hardt (Region 1)

Budget Bureau No. 41-R2067;

U.S. D

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO B.O.	November 10, 1975

CARD 2	REPORT NUMBER (19) (20): 1	PROJECT LOCATION (45 typewriter spaces) 21 65: SR 99W, Jct. of SW 19th Ave. (Portland)	ADT*	PRESENT: 15,700	FUTURE (66) (70): 24,500	YEAR (71) (72): 95	REGION: 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: P.E., Channelization, Traf. Signals	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER — PREFIX LETTER(S) 14 23: HHS-	NUMBER 7: 203

CARD	CLASS OF FEDERAL FUNDS: (Section 209) High-Hazard Locations	COUNTY NAME: Multnomah	CO 05 (14)
	NAME OF URBAN AREA 17-31: Portland	ROUTE NO. P — FEDERAL-AID: 9 (32) — STATE: 1W (36) — U.S. (37): ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53	SR 99W, Jct. of SW 19th Ave. (Portland)	(54) (56)	(59) (66)	(67) (76)		
5					**PE**			0.0	3,000	2,700	300	
5					**ROW**							
5					**CONST** (CODE) Y008 Y031 Y060		"Barbur Blvd. @ SW 19th Ave. Section"	0.0	35,000	31,500	3,500	

CARD 1	CODE 1	PREPARED BY: JG	PROJECT TOTALS	0.0	38,000 (19) (23)	34,200 (24) (33)	3,800
1	14	PROGRAM APPROVAL DATES					REMARKS

* ADT on SW 19th Avenue

	1975	1995
N.Side	3,700	5,800
S.Side	6,400	10,000

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 10, 1975

LOCATION (45 typewriter spaces) W, Jct. of SW 19th Ave. (Portland)	ADT*	PRESENT 15,700	FUTURE 24,500	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 142
								ITEM NO. 58

(35 typewriter , Traf. Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
HHS-	203	(10)		

ction 209) High-Hazard Locations

tland

COUNTY NAME Multnomah	CODE 051				
ROUTE NO. P	FEDERAL-AID 9	STATE 1W	U.S. ---	PROGRAM STAGE	☐ 1 OR ☒ 2

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		SR 99W, Jct. of SW 19th Ave. (Portland)	0.0	3,000	2,700	300		P.E. all phases; Const. channelization & upgrade traffic signal installation to multi-phase operation.
W								
ST		"Barbur Blvd. @ SW 19th Ave. Section"	0.0	35,000	31,500	3,500		ROW-80' min.; Access Control-none; Parking restrictions-none. Utility adj. required incl. preparatory work.
G		PROJECT TOTALS	0.0	38,000	34,200	3,800		

DATES

REMARKS

* ADT on SW 19th Avenue

	1975	1995
N.Side	3,700	5,800
S.Side	6,400	10,000

-Over-

USCOMM DUSCOMM-DC 46906-P

BARBUR BLVD. AT S.W. 19th AVENUE SECTION

PROJECT NO. HHS-203 (10)

Existing Facility: 2-phase traffic signal controlled intersection.

Barbur Blvd. (ORE 99W) -- 4-lane, 2-way, paved section with 4-foot median, 7-foot shoulders and curbs on south side.

S.W. 19th Ave. -- 2-lane paved section.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.

2. Construct channelization on Barbur Blvd. to provide left turn lanes which work consists of grading, drainage and high-type pavement. Upgrade traffic signal installation to multi-phase operation and incidental work common to this type of project.

Right of Way: No additional required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District No. 1.

Data for PR-37:

CODE	DESCRIPTION	ESTI
P.E.	Preliminary Eng.	$
Y031	Traffic Signal	
Y008	Channelization	
Y060	Utility Adj.	

S.W. 19th AVENUE SECTION

HS-203 (10)

nal controlled intersection.

2-way, paved section with 4-foot
bs on south side.

ction.

sists of the following:

ineering.

rbur Blvd. to provide left turn
grading, drainage and high-type
gnal installation to multi-phase
common to this type of project.

ter Developments, Historical and

tate Clearinghouse and District
king agreements.

9): Not applicable as the project
and use or traffic flow patterns
ge in planning completed or underway.

ion project concurred in by FHWA

e under "Timesaving Procedures" set

District No. 1.

Data for PR-37:

CODE	DESCRIPTION	ESTIMATED COST
P.E.	Preliminary Eng.	$ 3,000
Y031	Traffic Signal	30,000
Y008	Channelization	4,500
Y060	Utility Adj.	500

-3 -13

Robert W. Straub March 19, 1975
XXXXXXXXX

The Honorable Neil Goldschmidt
Mayor, City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mayor Goldschmidt:

The Federal Highway Administrator has approved the transfer of $419,000 from fiscal year 1974 urban system funds to fiscal year 1974 urban extension funds. This transfer provides federal urban extension funds for the following projects:

1. 82nd Avenue signals (13 intersections)
2. Grand Avenue widening (two sections)
3. Barbur Boulevard signals (two intersections)

Your letter of December 5, 1974 suggested that the traffic signals be scheduled for fiscal year 1975 and the Grand Avenue widening be scheduled for fiscal year 1976. We have discussed the signal work with Mr. Don Bergstrom who is handling the design work on the project, and he indicates that he will begin the design work about June of this year.

Assuming that this arrangement is satisfactory, we will schedule the traffic signals for contract this fall and the widening project on Grand Avenue for next spring. We will proceed with the project agreements and initiate the necessary action for FHWA approval to proceed with the projects.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

cc: Columbia Region Association
of Governments
527 S. W. Hall Street
University Center Building
Portland, Oregon 97201

Mr. D. E. Bergstrom
City Traffic Engineer
420 S. W. Main Street
Portland, Oregon 97204

Mr. Robert E. Rector
Oregon State Highway Engineer
and Coordinator
Office of the City Engineer
400 S. W. Sixth Avenue
Portland, Oregon 97204

bc: George Baldwin
F. B. Klaboe
A. E. Johnson
L. W. Rulien
L. E. George
E. L. Hardt
R. N. Bothman
J. H. Versteeg
Ted Spence

GNH:scr js

8463

148

RECEIVED
STATE HWY ENGR
DEC 23'74
REFER TO
FOR

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 19, 1974

The Honorable Claude Brinegar
Secretary of Transportation
400-7th Street, S. W.
Room 10200
Washington, D. C. 20590

SUBJECT: Energy Conservation Plan
Urban to Urban Extension Fund
CRAG - City of Portland

Dear Mr. Secretary:

The Oregon State Highway Division, at the request of the Columbia Region Association of Governments, has initiated a proposal for the transfer of $419,000 from Oregon's Federal Aid Urban System funds to the Urban Extension fund to construct two projects in the City of Portland. Existing Urban Extension funds are not adequate to construct these projects which were identified as priority numbers one and two on the attached Energy Conservation Action Plan developed in April, 1974 by the local governmental agency responsible for transportation planning. The estimated cost of the two projects has been updated to September, 1974.

The requested transfer meets the requirements of Section 104(d) of Title 23, U.S.C. amended by Section III of the Federal Aid Highway Act of 1973. The proposed transfer will decrease the 1974 F.Y. Urban System funds from $3,780,303 to $3,361,303, and increase the 1974 F.Y. Urban Extension funds from $2,484,445 to $2,903,445. I believe the transfer is in the public interest and recommend your approval.

Very truly yours,

Governor

[illegible]

TM:ps
Enclosure

cc: G. L. Green, Oregon Division Engineer
Federal Highway Administration

CRAG

City of Portland

George M. Baldwin

F. B. Klaboe ✓

File 10-4

bc: A. E. Johnson
E. S. Hunter
R. E. Royer
L. W. Rulien
R. N. Bothman
E. L. Hardt
H. S. Cox

December 16, 1974

The Honorable Tom McCall
Governor of Oregon
208 State Capital
Salem, OR 97310

Re: Energy Conservation Plan
Urban to Urban Extension Fund
CRAG - City of Portland

Dear Governor McCall:

The Columbia Region Association of Governments has requested our consideration of a transfer of Federal Aid Urban System funds to the Urban Extension fund program. The transfer of funds is necessary in order to construct two projects in Portland which were listed as priority numbers 1 and 2 on the Energy Conservation Action Plan developed by CRAG in April, 1974 and for which funds are not otherwise available. The projects under consideration are the widening of two sections of Grand Avenue and modernizing the signals along 82nd Avenue, plus two signals on Barbur Boulevard.

The requested transfer of funds is covered by Section 104(d) of Title 23, U.S.C., as amended by Section III of the Federal Aid Highway Act of 1973. The procedure for implementing the transfer requires initiation by the Highway Division, approval by the Governor and the Secretary of Transportation as "being in the public interest."

We have reviewed the request and due to the high priority placed on the projects, recommend that the transfer of funds be approved. A draft of a proposed letter with attachment to the Secretary of Transportation (through the Federal Highway Administration) is enclosed for your consideration.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

LWR:ljt
cc: CRAG, Attn. Richard Etherington
PORTLAND, Attn. Mayor Neil Goldschmidt

TRA 7-6-1
Ptd.

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

RE[illegible]VED
ATE [illegible]Y ENGR
[illegible] 1 [illegible] '74
REFER TO
Hunter
FOR

December 5, 1974

F. B. Klaboe
Administrator and State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

This is in reply to your letter of October 22 concerning sharing of costs for two projects the City of Portland is recommending under the Energy Conservation Action Plan.

I would like to confirm that the City understands and is willing to participate in 50% of the local match portion which you estimate will be $117,000 for these two projects.

With regard to scheduling, it is suggested that the 82nd Avenue and Barbur Boulevard signal revisions be done during this fiscal year (1974-75), and that the Grand Avenue widening be scheduled for fiscal year 1975-76.

Sincerely,

Neil Goldschmidt

NG:awc

cc: Don Bergstrom
Bob Rector
Richard Etherington

12-13-74
[illegible]
Pls handle
Ed H

RECEIVED
DEC 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

October 22, 1974

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, Oregon 97204

Dear Neil:

The CRAG Executive Board, at its meeting on April 19, approved the transfer of Federal-Aid Urban System funds to the Urban Extension fund to implement projects 1 and 2 (Grand Avenue widening and 82nd Avenue signal revisions, plus two signals on Barbur) of the Energy Conservation Action Plan. The procedure for making the transfer requires the Highway Division to forward the request to the Governor for his approval and then to the Secretary of Transportation for Federal approval.

The local match portion of Urban System projects is on a 50-50 basis between the State and City. Previous discussions with members of your staff indicate the City's willingness to participate in 50 percent of the estimated local match portion of $117,000 on these two projects. Your confirmation of this understanding will allow us to proceed with the expeditious processing of the requested transfer of funds.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: CRAG
Donald Bergstrom, City of Portland
Robert E. Rector, City of Portland

bc: George M. Baldwin
E. S. Hunter
Ted Spence
R. N. Bothman
H. S. Cox
A. E. Johnson
R. E. Royer
L. W. Rulien
E. L. Hardt

DES:dg srb

cc: L. W. Rulien
R. N. Bothman, Metro

MEMO TO FILES

October 4, 1974

RE: Fund Transfer
FAUS to Urban Extension
82nd Avenue Signalization
City of Portland

The writer on October 3, 1974 called Mr. Dick Etherington of CRAG and informed him of the following:

(1) Portland's ECAP proposal entitled "82nd Avenue Signalization" also included two signals on S.W. Barbur Blvd. and two signals on Powell Blvd.

(2) The cost estimate for this proposal has increased from $228,000 to $310,000.

(3) Powell Blvd. is on the FAU System (FAU 1081) and these two signals can be funded directly from normal FAUS funds.

(4) We will remove the two Powell Blvd. signals from the "82nd Avenue Signalization" proposal and process them as a normal FAUS project.

(5) We will pursue the balance of the "82nd" proposal and the Grand Avenue proposal under the transfer provisions of SECTION 104(d).

Mr. Etherington concurred in the above items and was pleased that we were keeping him informed on this matter.

Called Don Bergstrom and informed him of the above. His cost estimate for the Powell Blvd. signals is $24,000. He was requested to submit a completed Urban System project request form for these two signals.

RU:ljt

Richard Unrein
Urban Engineer
County & City Unit

RECEIVED
[illegible] 1974
[illegible] SECTION

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR 97204
503/248-4295

September 30, 1974

Mr. L.W. Rulien, Project Management Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

On September 4, 1974, you contacted Mr. Etherington of CRAG regarding CRAG's request for a fund transfer as part of the National Transportation Energy Conservation Action Plan. You sent a copy of this letter to me and made an excellent suggestion that we take a look at the cost estimates on the signalization project and the widening on two sections of Grand Avenue.

We have done this and we find that the costs for the upgrading of the signal system on 82nd, Powell and Barbur Boulevard have increased from $228,000 to $310,000. The $250,000 estimate for widening both sections of Grand Avenue is adequate according to the City Engineer's Office. Therefore, the estimate for the signal system and the widening, both projects, should be $560,000. If you would like to have detailed estimates at this time please advise and I will be happy to send them to you.

I am sending a copy of this letter to Mr. Etherington for his information.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB:ba

cc: R.E. Etherington, CRAG

RECEIVED
OCT 1 1974
PROJECT MANAGEMENT SECTION

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
Sandy
West Linn
Wilsonville

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

August 23, 1974

Mr. Larry Rulien
Project Management Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Thank you for your June 7, 1974, reply concerning CRAG's request for funding of its Energy Conservation Action Plan Projects on May 2, 1974. The CRAG Board of Directors approved for funding the ECAP projects on April 19, 1974, with fiscal year 1974 urban system funds. (A copy of the minutes is attached.)

The implementation of projects 1 and 2, Grand Avenue widening and 82nd Avenue signalization, requires the transfer of FAUS funds to the Urban Extension program and the Board has approved that transfer in the first paragraph on item 4 in the attached minutes.

The CRAG Board has requested the use of Interstate funds for the I-5 High Occupancy Vehicle Priority Land project. The project scope has been amended due to OSHD and WSHD concerns.

The following design studies should be undertaken with Interstate funds as soon as possible:

1. A study to design special use lanes for high-occupancy vehicles, parallel to the flow of traffic, on I-5, south of the Interstate Bridge. This study should consider the conversion of the two lane section to three lanes without major right-of-way acquisition.

2. A study to design ramp control methods in order to provide a smoother flow of traffic on the freeway. High occupancy vehicles shall be given priority at the ramps.

These studies have been identified by the I-5 Project Management Board as necessary to the implementation of corridor improvements.

The revised FAUS Boundary and System Map was approved by the CRAG Board of Directors on August 15, 1974. The following highway projects, approved by the Board on April 19, 1974, are now forwarded for funding and implementation:

1. Oatfield Road-Concord Road - Signalization
2. Beavercreek Road-Highway 213 - Signalization
3. Harmony Road-Linwood Avenue - Signalization
4. Johnson Creek Blvd-Bell Road - Signalization
5. King Road-Linwood Avenue - Signalization
6. Oatfield Road-Oak Grove Blvd - Signalization
7. Beavercreek Road-Maple Lane - Left turn lane
8. Webster Road-Lake Road - Signalization
9. King Road-Bell Avenue - Signalization
10. Redland Road-Holcomb Road - Rebuild approaches

Initially, three Mass Transit projects were approved at the same time by the Board for FAUS funding. Subsequently two of the projects, the Demand Responsive-Demonstration and Transit lanes on the Hawthorne Bridge, were deleted from the funding request. The remaining mass transit project is Tri-Met's Suburban Transit Station Program. The STS program is eligible for FAUS funding through the 1973 Highway Act and subsequent FHWA regulation 23 C.F.R., Part 810 Docket No. 74 regarding Mass Transit and Special Use Highway Projects. The Board has approved using FAUS funds for this phase of the STS program. (Refer to attached minutes.)

The above projects, which constitute the CRAG region's Energy Conservation Action Program, are essential for the improvement of a transportation system. I look for their timely implementation. If further action by CRAG is needed, please do not hesitate to request it.

Sincerely,

Richard Etherington

Richard Etherington
Transportation Director

kt
enclosure

2. Accounts Payable

Councilman Corsiglia moved for approval of accounts payable in the amount of $278,125.71. Commissioner Gordon seconded the motion and it carried by unanimous vote.

3. Projects Recommended for Approval

The Board considered a list of projects which had been recommended for approval by the General Advisory Board. It was noted that one project, Lakeview Trunk Sewer, had been left off the agenda but was being considered at this meeting. Mayor Goldschmidt moved for approval of this agenda item as amended by the addition of the deleted project. The motion was seconded by Councilman Wolf and it carried unanimously.

Mr. Rich then explained a 701 Planning Grant for the City of Portland to be considered by the Board. He stated that HUD had requested a response to the application by April 26, leaving no time for the application to go through the normal review processes. The staff recommendation indicated approval subject to meetings with the City of Portland to clarify some points and assure coordination. Councilman Corsiglia moved for acceptance of the staff report on this application. The motion was seconded by Commissioner Schumacher and carried unanimously.

4. Energy Conservation Action Plan

Mr. Bob Blensly reported to the Board that a subcommittee of the Transportation Committee had developed a list of projects to be funded under this plan. He requested Board approval of the use of FAUS funds for all of the projects on the list. However, FAUS funds would be used for the first three only if Interstate and Primary Extension funds cannot be released for these three projects.

Under discussion, Mr. Baldwin protested that OSHD and WSHD had not studied the first three projects on the list. It was pointed out that even if the projects are funded, they do not have to be done if they are not found to be feasible at a later date. The Board then discussed the possibility of approving submission of the three mass transit projects now, and the balance at a later date. Chairman Young felt that the present Board might not be legally constituted to take action after April 24, because of the effective date of the new organization under SB769.

After considerable discussion, Commissioner Schumacher moved for approval of the list for submission. The motion was seconded by Mayor Goldschmidt and it carried unanimously.

5. Tri County Community Council Report

As a followup to Board action on March 15, 1974 directing the Social Services Department to develop discussion lines with the Tri-County Community Council, Mort Spence introduced Rep. Robert Elliott and Stan Fishler of TCCC to report on the Council's Priority Needs Survey.

Mr. Elliott explained to the Board that the report was a survey of human services in the region, and attempted to indicate what services were being performed and how effective they were. In addition to identifying regional programs, the survey lists service groups operating in the area. Mr. Elliott indicated that the report will be revised and updated annually.

Under discussion, Mayor Goldschmidt suggested that use of this report could simplify the A-95 review process of agencies receiving favorable comments in the survey. Mr. Fishler said that CRAG and the Tri-County Community Council shared a responsibility for identifying mutual areas of concern, and urged that the process be done.

6. Security and Privacy

Larry Rice discussed with the Board a letter from the League of Women Voters requesting that CRAG hold public hearings on the security and privacy area of CRISS. Responding to a question from Commissioner Gordon on why CRAG should be involved in a hearing, Mayor Goldschmidt explained that a City-County task force was constituted to respond to local users of CRISS, who had questioned some of the data being put into the system. The task force is to identify those areas included in the security and privacy area. It is the responsibility of the CRAG Board to establish the mechanisms for holding hearings on this matter. Mr. Rice stated that absolute authority should rest with those who decide on entry of data into the system, and hearings would identify the kinds of data which should not be put into the system. The Board was in agreement that they should take action on this matter.

TRANSPORTATION
ENERGY CONSERVATION ACTION PLAN

Columbia Region Association of Governments

April, 1974

			Federal Funding Sources				
rity	Rating	Project	Interstate	Primary Extension	FA Urban	Transfer	Total
		City and County Projects					
[illegible]	74	Grand Avenue Widening		$250,000			$ 250,000
[illegible]	73	82nd Ave. Signalization		228,000			228,000
3	72	I-5 High Occupancy Vehicle Priority Lane	$530,000				530,000
4	57	Oatfield Road-Concord Road			$ 80,000		80,000
5	54	Beavercreek Rd-Highway 213			80,000		80,000
6	52	Harmony Rd.-Linwood Ave.			80,000		80,000
7	47	Johnson Creek Blvd-Bell Ave.			80,000		80,000
7	47	King Road-Linwood Avenue			1,500		1,500
8	46	Oatfield Rd-Oak Grove Blvd.			80,000		80,000
9	36	Beavercreek Rd-Maple Lane			30,000		30,000
10	35	Webster Rd-Lake Rd.			35,000		35,000
11	32	King Rd-Bell Ave.			30,000		30,000
12	29	Redland Rd-Holcomb Rd.			5,000		5,000
		Tri-Met Projects					
1	NA	Suburban Park & Ride			830,000		830,000
2	NA	Demand-Responsive Demo Proj.				$400,000	400,000
3	NA	Transit Route on Hawthorne Bridge			200,000		200,000
		TOTAL	$530,000	$478,000	$1,531,500	$400,000	$1,934,500

NA - Not Applicable

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: 8448 SW Lee St. S.E. Fogarty St (Newport) Sec (grading & paving)
8463 SW Barbur Blvd. & SW 19th ave (Ptld) Sec of Pac Hwy W. (grading, paving & signals) 1976

Index:

INDEXING: Begins with 8448 Ends with: 8463

FLASH CARDS:

Remarks:

Reel No. 189 Reduction Ration x21 Project No.

Camera: Name Bell & Hawell Model File Master Film 16MM

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 3rd day of March 1987 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Donna D Terrell